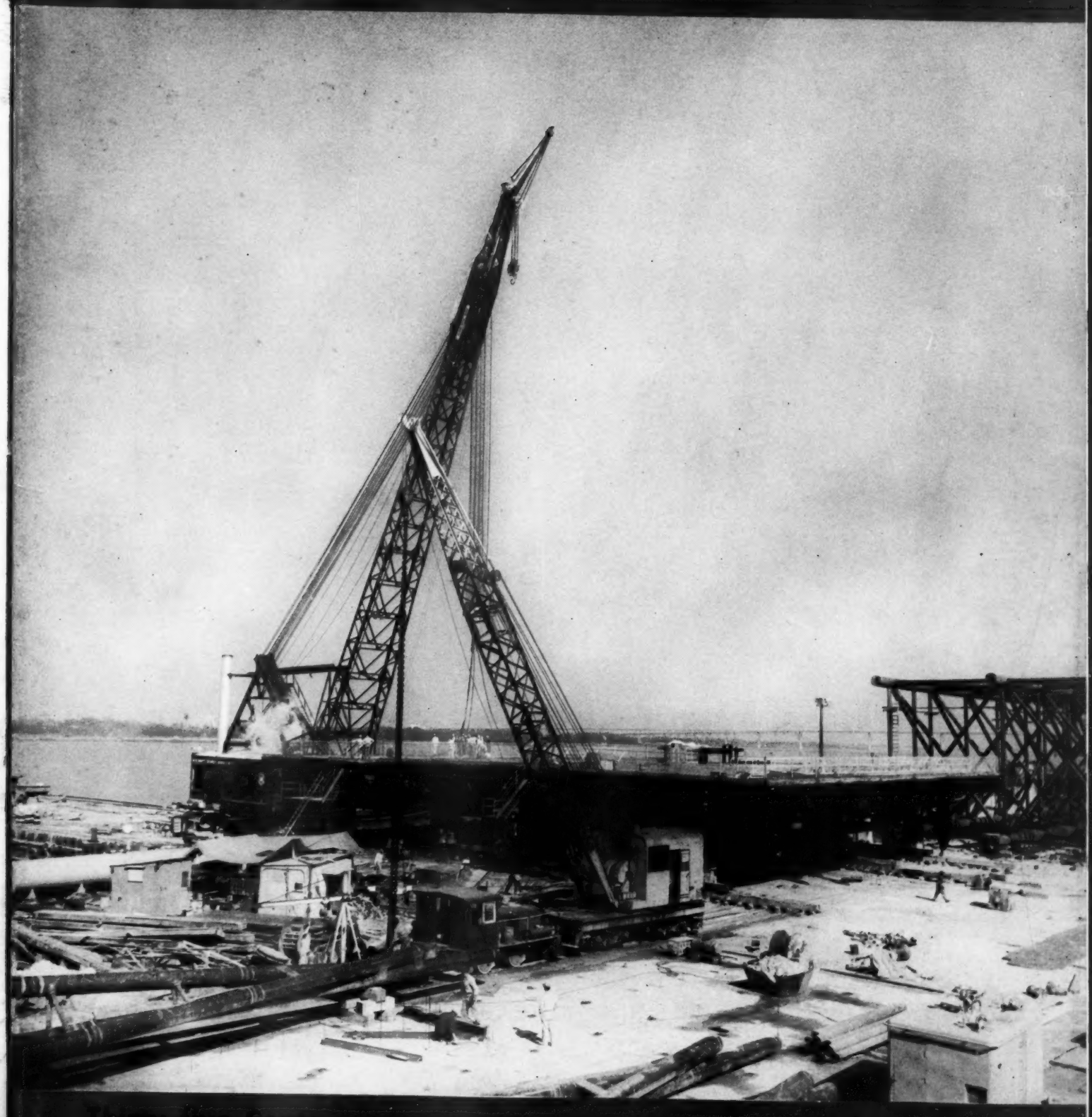
OFFSHORE OPERATIONS

Exploration • Production • Transportation

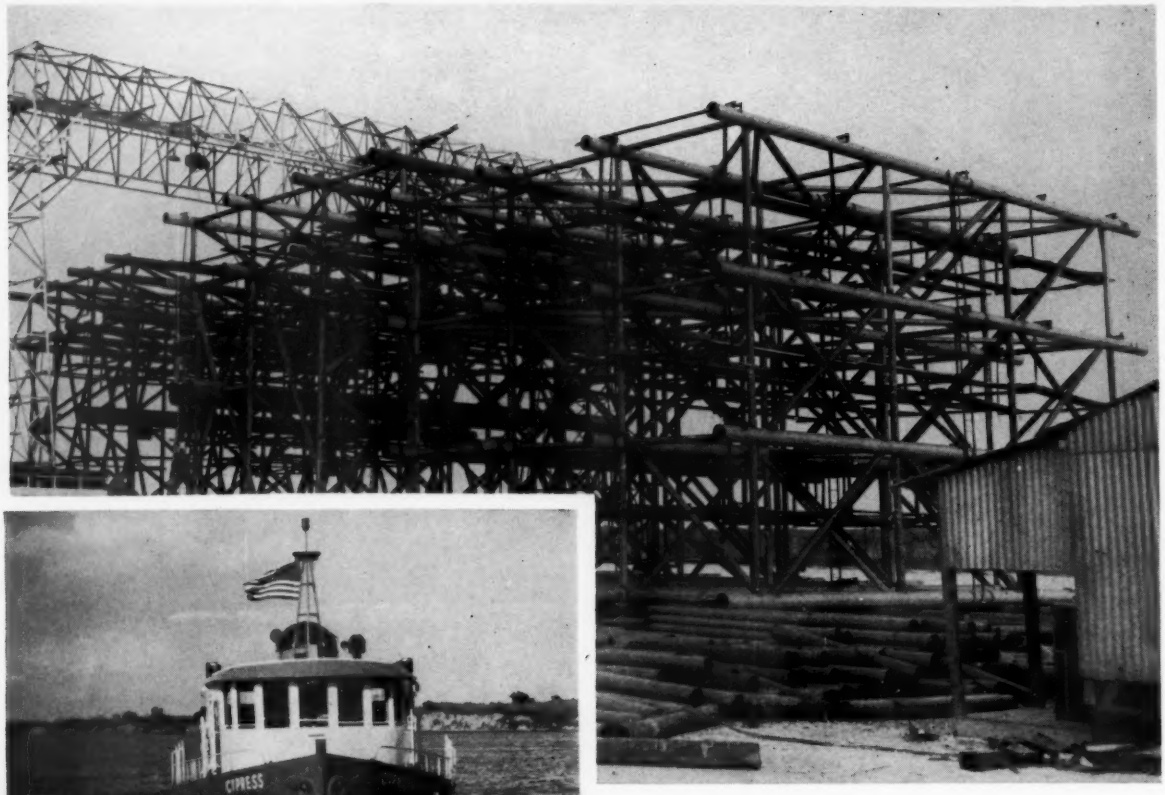


Thirty-five Cents

February, 1955

STEEL
CONSTRUCTION SPECIALISTS

GULFPORT
SHIPBUILDING CORPORATION



Above: A drilling platform built by the Gulfport Shipbuilding Corporation for a major oil company. Left: The CYPRESS, 85'8" x 21'2" vessel built by Gulfport to transport crews and light supplies to offshore drilling sites.

BUILDERS and DESIGNERS

All-Welded Steel Tugs, Barges, Vessels

FAST, EFFICIENT MARINE REPAIRS

Two Floating Dry Docks — Gas Freeing

The Gulfport Shipbuilding Corporation builds many types of fine marine equipment for the oil industry . . . Derrick barges, tugs, dredges, cargo barges, drilling platforms, crew boats and fast, rugged cruisers for the inshore oilfields . . . whatever your problem, you are in capable hands at Gulfport.

YOUR INQUIRIES WILL BE ANSWERED PROMPTLY

GULFPORT SHIPBUILDING CORPORATION

P. O. BOX 1179 PHONE 2-6486 PORT ARTHUR, TEXAS

"ON THE HIGHWAY TO THE OFFSHORE OILFIELDS"

Published Monthly By
Industrial Publications
Telephone Pleasant 6-2427
902 South 3rd Street
CONROE, TEXAS

JOHN H. LATHAM
Editor and Publisher

CURTIS BISHOP
Associate Editor

DOUGLAS MAGINNIS
New Orleans Representative
530 International Trade Mart
Phone RAymond 6901

BILL GIBSON
Houston Representative
P. O. Box 3398 (Bellaire)
Phone MOhawk 3602

HECTOR PIMENTAL
West Coast Representative
4618 S. Figueroa St.
Phone HOllywood 2-1133
Los Angeles 37, Calif.

E. F. MEIER
Production Manager

JACK BEECH
Staff Photographer

JEAN LATHAM
Business Manager

New Orleans Office:
530 International Trade Mart
Phone RAymond 6961

Address all communications to:
OFFSHORE OPERATIONS
P. O. Box 977
Conroe, Texas

Subscription price: $2 per year, $3 for two years. Foreign, $5 per year. Back issues, 50c when available.
Entered as third-class matter at the Post Office in Conroe, Texas. Application for entry as second-class matter is pending.

OFFSHORE OPERATIONS

VOL. 1 FEBRUARY, 1955 NO. 6

This Month . . .

Development And Outlook For The Continental Shelf 9
Chevron Field 11
CATC Assembling Platform Off Grande Isle 12
Magnolia Erects Concrete Platform 13
Forest To Drill Offshore 13
Classification Of Offshore Drilling Structures 14
Construction Of Marshland Sulphur Mine 15

News from the Shipyards

Offshore Needs Dictated Expansion 17
Fast, Dependable Personnel Transport 19
New Floating Dry Dock Installed At Morgan City 22
Hunt Tool Company Adds Marine Division 25

Departments and Features

Boll Weevil Sez: 5
Offshore Outlook 7
New Equipment 28
Slush Pit 30

Cover courtesy Continental Oil Co.

Photo credits: Continental Oil Co., Humble Oil & Refining Co., R. L. Buchanan, Jack Beech, Freeport Sulphur Co.

SUBSCRIBE NOW!!!

Offshore Operations, P. O. Box 977, Conroe, Texas
Centlemen:

☐ Please enter my subscription for one year. Enclosed find check, cash, money order in the amount of $2.00.

☐ Please enter my subscription for two years. Enclosed find check, cash, money order in the amount of $3.00.

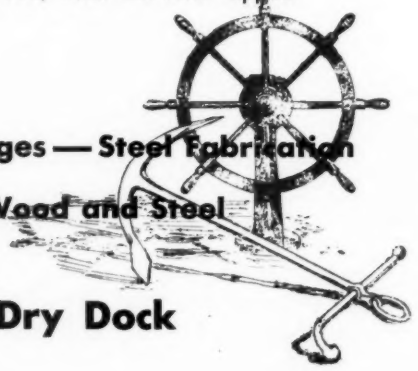
Name .....
Occupation .....
Company .....
Address .....

OFFSHORE DRILLING EXPERIENCE . . .

. . . DIRECTED THE DESIGN AND CONSTRUCTION OF THIS BOAT

Built by Consolidated Ship Yard, Inc., of Corpus Christi, Texas, this powerful, rugged crew-cargo boat, GUS III, is tailor-made for the Gulf operations of the C. G. Glasscock Tidelands Oil Co. — pioneers in offshore drilling.

Powered with two 6-110 GM diesel engines, the Gus III is built to go out and stay out — in any kind of weather. It is extremely seaworthy, and its cruising speed of 14 knots makes it ideal for transporting rig personnel, fuel, water and other supplies to offshore drilling sites.



Crew Boats — Tugs — Towboats — Barges — Steel Fabrication

Complete Repair Facilities — Wood and Steel

200 Ton Vertical Lift Dry Dock

Consolidated Ship Yard, Inc.

NAVIGATION BOULEVARD • CORPUS CHRISTI, TEXAS

The Boll Weevil Sez:

HELL to breakfast!

A man can get mixed up in this business. Fellow who should know better was telling us about all the drilling barges he'd been aboard. We were sort of bug-eyed, not knowing there were that many in the Gulf. Turned out he didn't make any distinction between a drilling barge, drilling platform or rig tender. They were all the same to him.

We tried to explain a little, but he seemed happier misinformed. And it's kind of like the boat that isn't a boat but a self-propelled barge. That much is fairly simple. It only gets involved when the discussion turns to when a boat isn't a boat but a barge isn't but a vessel, when a vessel isn't but a ship, and so on.

So maybe we're happier misinformed.

But this misnomer business is more widespread than you'd think. It's like a fellow was laughing the other day about a newspaper writer who'd really left a drilling contractor in a fix. Said the drill pipe was cemented in the hole.

But we can't talk much. We had this staff member who kept referring to the "drilling pushers," and you just can't hardly get them no more!

Anyway, we're happy to be running Mr. Richard J. Howe's series of articles on the classification of offshore drilling structures, for it's really surprising how many people refer to drill tenders as drill barges.

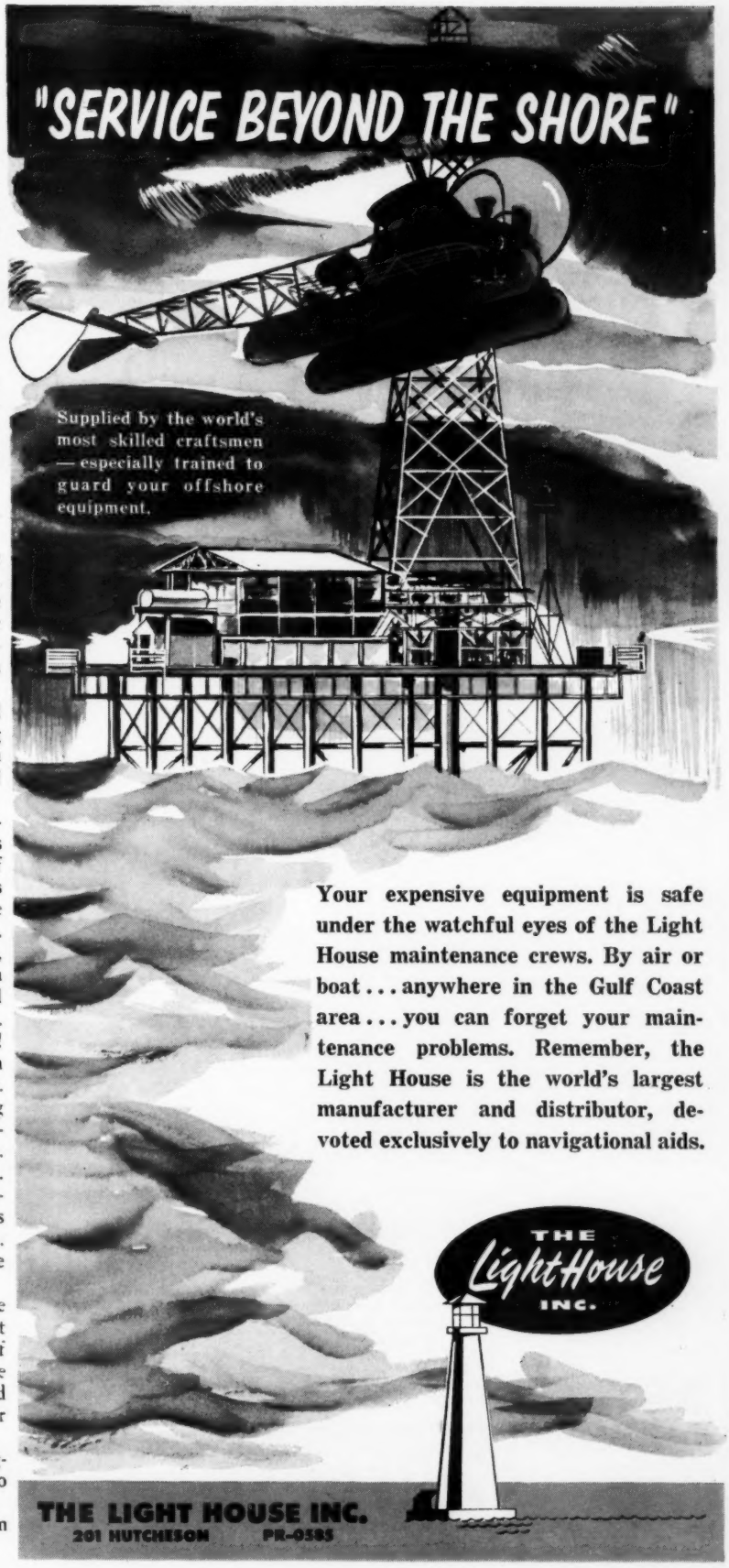
Offhand, it seems quite simple, even though a drill tender may be a barge. You just . . . If the danged thing ain't rigged to drill . . . But come to thing of it, one is! So you just mount a derrick on it or flip a coin, and there you are.

And here we are . . . wondering when a drilling barge is a submersible type and when it's submergible. The dictionary is definite enough. Submersible means capable of partial submersion; submergible means capable of complete sumbersion. Now you just take one of those things underwater and drill!

Whether the machinery is in the hull or topside seems to have a lot to do with it, and also which side of the bed the designer kicked his wife out on. But much figuring and you're apt to wind up in deep water and nearly submerged yourself.

Anyway, this is a marine oil magazine so it seems natural for us to remain at sea.

Long John Latham


"SERVICE BEYOND THE SHORE"
Supplied by the world's most skilled craftsmen — especially trained to guard your offshore equipment.
Your expensive equipment is safe under the watchful eyes of the Light House maintenance crews. By air or boat . . . anywhere in the Gulf Coast area . . . you can forget your maintenance problems. Remember, the Light House is the world's largest manufacturer and distributor, devoted exclusively to navigational aids.
THE LightHouse INC.
THE LIGHT HOUSE INC.
201 HUTCHESON PR-0585

GM GENERAL MOTORS DIESEL POWER

LESS DOWN TIME WITH GM'S

POWERED BY GEORGE

The JERRY

GM GENERAL MOTORS DIESEL POWER

SERVICE AND PARTS ANYWHERE ANYTIME

Eighty feet of topnotch workboat—that's the JERRY! Powered by GM Diesels, built by Sewart Seacraft, Inc., and sold by George Engine Company to Arthur Levy of Berwick, La.

Certified as a motor Vessel by the U. S. Coast Guard, the JERRY meets all the requirements for a general purpose workboat in the Offshore Oil Fields of the Louisiana Tidelands. Big and tough, she has excellent seaworthiness and is equipped to transport deck cargo, fuel, water, and personnel wherever they are needed—in good weather or bad to the offshore drilling rigs.

Two GM Diesel Engines Model 62203, each rated at 289 Shaft Horsepower, give the JERRY a cruising speed of 12 MPH. Two George Engine Company Diesel Generator Sets Models ACK-20, each of 20 KW capacity, supply ample current for shipboard use. All equipment was tested and approved by the U. S. Coast Guard.

GEORGE ENGINE COMPANY, INC.

HARVEY — LOUISIANA

Marine, Oilfield, Industrial Distributors

General Motors Diesel Engines, Parts and Service

SAY GEORGE! — SEE GEORGE! — FOR POWER BY GEORGE!

Dimensions:
120′ length
8′ moulded depth
30′ beam

Power:
Twin tandem 6-110 GM diesel engines

Speed:
Cruising speed of 12 mph

Auxiliaries:
Two 30 kw (110-220) d-c generators
4-in. ballast pump
2½-in. F & B pump
2-in. F.O. pump
F.W. pressure set
S.W. pressure set
Two air compressors
Anchor windlass
1⅛-in. chain

Appliances:
All electric—stove, refrigerator, deep-freeze, water heater, water fountain

Accommodations:
Two officers
Six crew

Cargo:
110′ clear deck
Cargo capacity, 500 tons

Construction:
All-steel
⅜″ shell
⅜″ deck plating
5/16″ superstructure
5/16″ bulkheads

BURTON-BUILT...

For the OFFSHORE OIL INDUSTRY

SELF-PROPELLED BARGE

This 120′ all-steel self-propelled cargo barge was designed, engineered and constructed especially for offshore duty. Powered with twin tandem 6-110 GM diesel engines, it has a cruising speed of 12 mph, and is ideally suited for transporting oilfield equipment and supplies.

Delivered to the Twenty Grand Towing Co., of Morgan City, La., this self-propelled cargo barge is typical of the fine craftsmanship and "know-how" that goes into every Burton-built boat.

MAKE SURE YOURS IS BUILT BY BURTON!

MARINE RAILWAY — PROPELLER RECONDITIONING SHOP

P. O. Box 1712 — Phone 2-6496

Burton CONSTRUCTION & SHIPBUILDING CO. INC.

PORT ARTHUR, TEXAS

Offshore Outlook . . .

EXPLORATION and development of offshore reserves is not likely to be affected, for some time to come, by statistics as applied to upland production. While the offshore industry has made tremendous strides, it is relatively new. The first offshore field was discovered in 1938, but it was not until 1944 that the industry focused attention on the Continental Shelf as a new oil province.

Legal entanglements further delayed an all-out search for oil in waters surrounding the continent. At present, an international search is gradually getting underway, with marine rigs venturing offshore in many parts of the world. But development will still be relatively slow, with most marine drilling programs based on long-range plans intended to culminate in increased reserves to meet an anticipated increase in demand that is sure to come in the not very distant future.

The industry as a whole—and Texas in particular—is faced with an altogether different set of facts as applied to the year 1955. The Oil and Gas Division of the Interior Department forecasts a generally good year for the domestic oil industry in 1955. The agency estimates an approximate increase in the demand for crude oil and its products of about 4 percent over 1954.

At the same time, oil officials of the state of Texas warn that prospects for 1955 do not appear bright. The variance in these forecasts is explained by the record drilling pace set by the industry in Texas during the past year. The railroad commission reports completions in excess of 12,000 wells, as against 9,999 wells completed in 1953.

These figures show an increase of 20 percent in the number of wells completed in the state during the past year. Along with the increase, difficulties in finding a market for the oil were encountered. The industry was plagued by foreign imports. And the 4 percent increase in demand forecast for 1955 is expected to be offset by a 15 to 20 percent increase in ability to supply.

The picture, for Texas, is made even blacker by a decline of 3.8 percent in 1954 from 1953's total production of 1.5 billion barrels. The significance of this cutback can be better understood when it is realized the decline came while the number of producing wells showed a marked increase. Further cutbacks, in the form of proration, may be expected in 1955.

Texas, the largest oil-producing state in the nation, has borne the brunt of proration. The industry is now waging a campaign to bring about a reduction in foreign oil imports—said to be the biggest single factor behind the shrinking domestic market. Offshore operators have a stake in this campaign, as well. A steadily increasing surplus of oil, with resultant marketing difficulties, is bound to affect the offshore outlook. Ultra-expensive drilling and leasing costs could force a curtailment of offshore exploration if cheaper upland production goes wanting.

The Editor

FINER EQUIPMENT—

FOR FASTER, MORE EFFICIENT SERVICE!

The ERLINE, radar-equipped 51′ personnel transport, is capable of carrying 40 passengers at speeds up to 23.4 mph. The ERLINE typifies the fine marine equipment owned and operated by the Robin Boat Rental Service. No. 16 for Robin, a 50′ Sewart-built crew boat, was recently delivered.

Call us for: Crew boats, seagoing tugs, rig tenders

ROBIN BOAT RENTAL SERVICE

Phone FI llmore 1-1225 — 1-2836

448 Pailet St. Harvey, La.

CATHODIC PROTECTION

Some of the available magnesium anode castings for marine service.

OIL FIELD TYPE SERVICE

All-Co corrosion engineers assure your floating and underground equipment a complete service on magnesium anode and carbon anode installation.

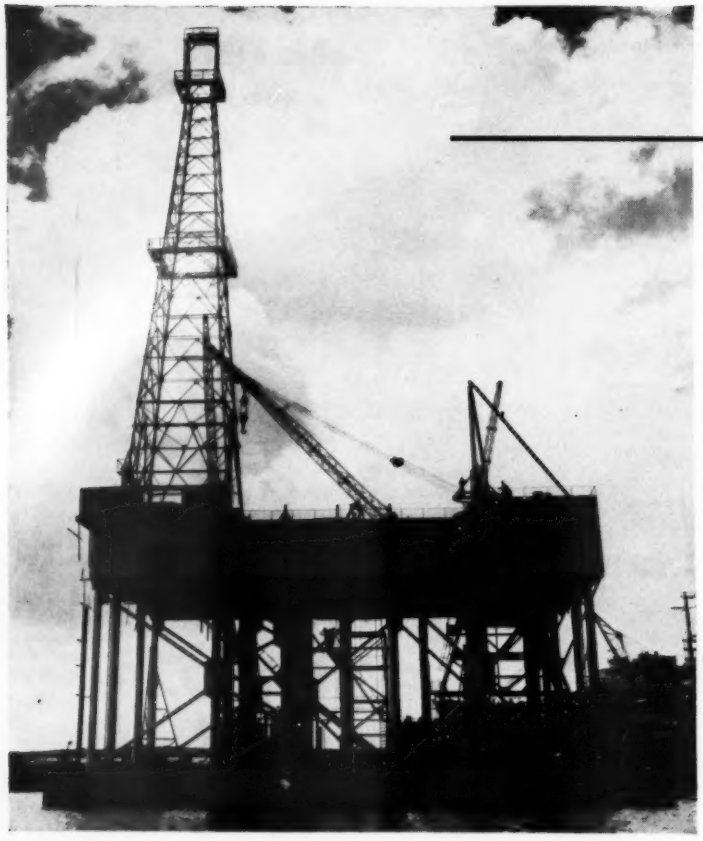
All-Co cathodic protection for your steel hulls—tugs, towboats, barges, docks and crew boats—as well as underground tanks and piping, gives you year-around assurance that the problem of corrosion is licked. Our engineers compute the number and kind of anodes for every type of service. Write us for descriptive literature.

ALLEN CATHODIC PROTECTION CO.

FI llmore 1-2081

P. O. Box 73

Peters Rd. HARVEY, LA.



Seagoing Skyscraper

Kermac Rig 44, built by The Ingalls Shipbuilding Corporation at its Pascagoula, Miss., yard, recently joined the multibillion-dollar search for oil in the Gulf tidelands.

The rig, towering more than 225 feet above the water at impressive commissioning ceremonies, was constructed for Kerr-McGee Oil Industries, Inc., Oklahoma City, pioneer in the development of the tidelands oil reserves.

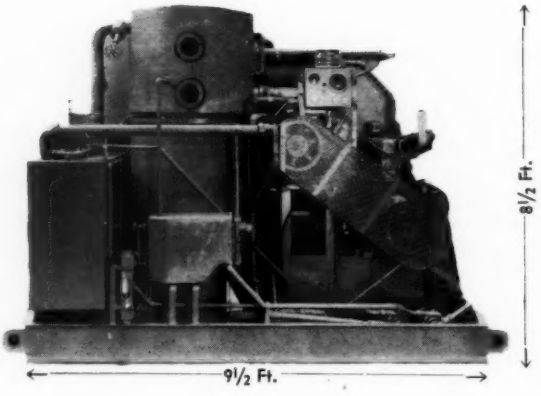
This offshore submersible mobile drilling platform can work in water 40 feet deep. Among its modern facilities are air-conditioned crew quarters for 42 men.

THE INGALLS
SHIPBUILDING CORPORATION

General Offices: Birmingham, Alabama
Shipyards: Pascagoula, Miss., Decatur, Ala.
Branch Offices: New York, Pittsburgh, Chicago, Houston, Washington, D. C., New Orleans

A Product of EXPERIENCE

This is a picture of a MECO Model PD 300 K Diesel Powered Thermo-Compression Water Distillation Unit. It represents the experience obtained from hundreds of thousands of actual operating hours, and millions upon millions of gallons of pure fresh water produced from seawater, right on the site of drilling operations in the Gulf of Mexico, as well as other parts of the world. In operation it is safe, sure, and economical. Sizes to meet your requirements.



Manufactured by:

MECHANICAL EQUIPMENT CO., INC.

861 Carondelet St. MAgnolia 7271
New Orleans 12, La.

OFFSHORE OPERATIONS

Development And Outlook For The Continental Shelf of Texas And Louisiana

by O. W. NOLAND and ROY M. HUFFINGTON
Humble Oil & Refining Co.

II—TEXAS

GENERAL GEOLOGY . . . From scanty well control, available geologic data indicate that productive Louisiana Miocene and Pliocene formations continue west and southwest under the Texas Continental Shelf, approximately paralleling the coastline. At the southern tip of Texas the updip limit of the marine Miocene cuts inland again across the eastern part of Cameron County.

In addition to the Miocene production expected offshore, some Frio production will be secured from a narrow adjacent offshore belt centered opposite Kleberg and Nueces counties in south Texas, where the favorable Miocene sand development lies fartherest from the shoreline.

Since the line of 100-ft. water depth attains a maximum distance of about 70 to 75 miles off the coast of Jefferson County, next to Louisiana, much of the Miocene trend is presently available for exploration opposite several upper coastal counties. Opposite the middle and lower Texas Gulf Coast counties exploration will be more restricted in area, however, than off Louisiana and the adjacent part of Texas, since deeper waters swing closer to the shoreline to the south, restricting drilling by present tools and techniques to a belt extending from 10 to 25 miles offshore.

Status of development . . . Due to the lack of well control, exploration activities off the Texas Gulf Coast have been almost entirely geophysical to date. Both the seismograph and gravity meter have been used in the search for offshore salt domes and other structures, with the seismograph being the instrument primarily used. Records available indicate that a total of 442 seismograph crew months were expended from the begining of 1944 to the middle of 1954, with a maximum of 86 during 1948. It appears that renewed seismic activity in 1954 equalled or exceeded the record set in 1948. Gravity meter crew months for the same period from the beginning of 1945 to the middle of 1954 totaled 120 with the peak activity being 36 crew months in 1948. It does not appear that gravity work completed in 1954 will anywhere near equal the peak activity attained in 1948.

Total geophyiscal work by individual counties during this 10-year period ranged from a maximum of 129 crew

(Continued on next page)

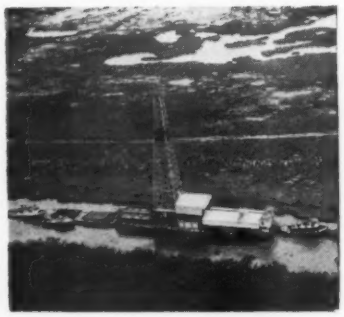
Listening cable and geophones are unreeled into the water by Humble geophysics crew at work in the Gulf.

FOR THE OFFSHORE OIL FIELDS . . .

MARINE
•
ELECTRICAL
•
INDUSTRIAL
SUPPLIES

L. F. GAUBERT & CO.
700 S. Broad St. New Orleans, La.

CENAC TOWING CO.



- Crude Oil Transportation
- Deck Barges
- Water Barges
- Drilling Barge Moving
- Diesel fuel delivery to drilling barges and drilling locations

Houma Louisiana
Phone: 8908
4034

months off Jefferson County to a minimum of 10 or less crew months off the southernmost counties of the lower Texas Gulf Coast.

Three sales of Texas offshore acreage have been held, two by the state and one by the federal government. Some of the acreage sold by the state has since come under federal jurisdiction. In the 1947 sale by the state, industry leased 381,185 acres for a total bonus of $7,247,817. The average cost per acre was $19.01. In the 1953 sale by the state, industry leased 399,999 acres for a total bonus of $31,383,575. The average cost per acre on this sale jumped to $78.46. Per acre prices at the two sales ranged from a low of $3 to a high of just over $728. Of the 781,184 acres originally leased, 628,055 are still held off the Texas coast. In the first sale of leases in federal waters off the Texas coast, held November 9, 1954, industry leased 67,149 acres for a total bonus of $23,357.022. The average price per acre jumped to $347.85.

From the beginning of 1945 to the present, only 13 wells have been completed on the Texas Continental Shelf. All of these except one were wildcats, and they resulted in the discovery of one oil field and one gas-condensate field.

Only one offshore salt dome has been drilled into since 1945, and that is a shallow piercement dome which a 1,741-ft. Stanolind well penetrated about 12 miles east of the city of Galveston.

Texas offshore fields . . . In view of the scarcity of production, brief mention should be made of the geology of the two fields discovered off the coast of Texas since 1945. Stanolind's No. 1-A State Tract 245, the shut-in gas-condensate discovery off Galveston County, is apparently on the northeast flank of a deep-seated salt dome. The well was drilled to 11,000 feet in 1949 and contains approximately 35 feet of net gas sand at a depth of about 5,850 feet. Two other wells subsequently drilled on this same flank of the dome failed to discover production and were abandoned.

Off the lower Texas Gulf Coast, Standard of Texas made the first offshore oil discovery for the state with completion of the No. 53 State Tract 948 as the discovery well of the Chevron field in July 1954. This well, which contains about 10 net feet of Frio oil sand at 7,760 feet plus possibly 70 net feet of gas in several other sands, appears to be located on an anticlinal closure against a fault. A second well, a south offset to the discovery, has been completed as a shut-in gas well. It has six tested gas sands with a total of 64 feet of net gas, but no oil was encountered as the oil sand in the discovery appears to be in the gas cap in the second well. A third well is now drilling to the west.

Chevron field is being produced through a 1½-mile offshore pipeline, but the gas well remains shut in. Proved oil and gas reserves off the Texas coast are so low that there is no point in considering them at this time.

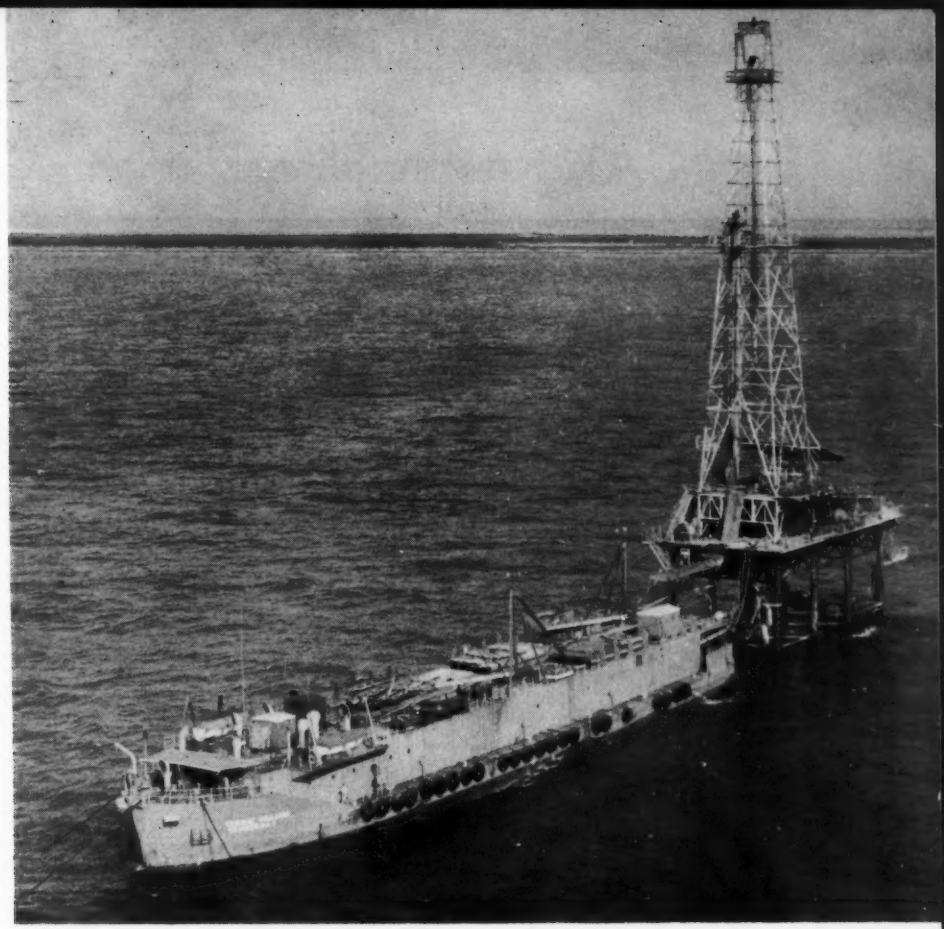
Five rigs are active off the Texas coast. Three additional locations have been announced, with the platforms for the locations being in various stages of construction.

Outlook for future development . . . Settlement of title to the offshore areas, through enactment of the Outer Continental Shelf Act of Congress in August 1953, resulted in a renewal of exploration and drilling activities that essentially ceased off both Louisiana and Texas by 1950. If recent state and federal sales can be used as a key, it is expected that exploration and leasing will continue and at a gradually accelerated rate. Prices will continue to extend over a wide range, although in view of the extraordinarily high development costs, it is doubtful that some of the recent record highs can be met by the majority of operators who expect to operate over much of the Continental Shelf.

It is expected that in spite of the economic handicap future drilling will greatly increase, with the result that an appreciable number of major fields will be discovered on the Continental Shelf. Although offshore reserves may eventually prove to be quite large, it should be pointed out that any estimated figure derived by comparing the Continental Shelf with an adjoining inland area, is apt to be misleading.

A very large percentage of the smaller inland fields could only be produced at a financial loss, using present techniques, if they were situated on the Continental Shelf. This emphasizes the fact that the larger profits will go to the company or companies which best solve the engineering problems of how to reduce the costs of drilling for and producing offshore oil.

(This is the second of two articles by Mr. Noland and Mr. Huffington, taken from a paper delivered at the annual meeting of the Gulf Coast Association of Geological Societies in Houston in November 1954. The first, covering the Louisiana Continental Shelf, appeared in the December issue of OFFSHORE OPERATIONS).



The first commercial discovery in the Texas tidelands was drilled from this four-well platform near Padre Island.

Chevron Field . . .

Standard Of Texas Extends Production

Third well completed by company credited with first commercial discovery in Texas tidelands

STANDARD of Texas had added an oil discovery to its two-well Chevron field in the Gulf of Mexico off Texas' Padre Island. The company is credited with making the first commercial discovery in the Texas tidelands. Stanolind has a prior gas-condensate discovery off Galveston County, Texas, but it was drilled directionally from a land-based site. Stanotex went into "blue water" with a platform and tender to bring in its Chevron field.

Originally called Quail area, the field now has two oil wells and a shut-in gas-condensate well, all drilled from the same platform. A second platform has been erected, and plans for the erection of a third platform are being considered.

The company's latest stepout, State 948-23—Well No. 23, Section 948—was drilled to a total depth of 8805 feet. It bottomed approximately 2300' west of the first well, which was drilled vertically from the platform, and final perforations were from 8008-14 feet. The well flowed 268 barrels per day on a 12/64-in. choke.

Discovery well . . . State 948-53 was the discovery well, and was drilled to a total depth of 9970 feet. It was plugged back and completed at 7760-66 feet, with a potential of 254 barrels per day on a 12/64-in. choke.

State 948-56 was the company's second well, and bottomed 1900' south of the Platform for a total depth of 9301 feet. Final perforations were at 7919-25 feet, and the well was completed as a gas-condensate discovery. It is higher structurally than either of the other wells, and is presently shut-in.

Standard's drilling structure is a four-well platform, and a final well will probably be drilled to the north. Since the company's latest discovery bottomed no more than a mile from Padre Island, consideration is being given additional wells drilled from land-based sites.

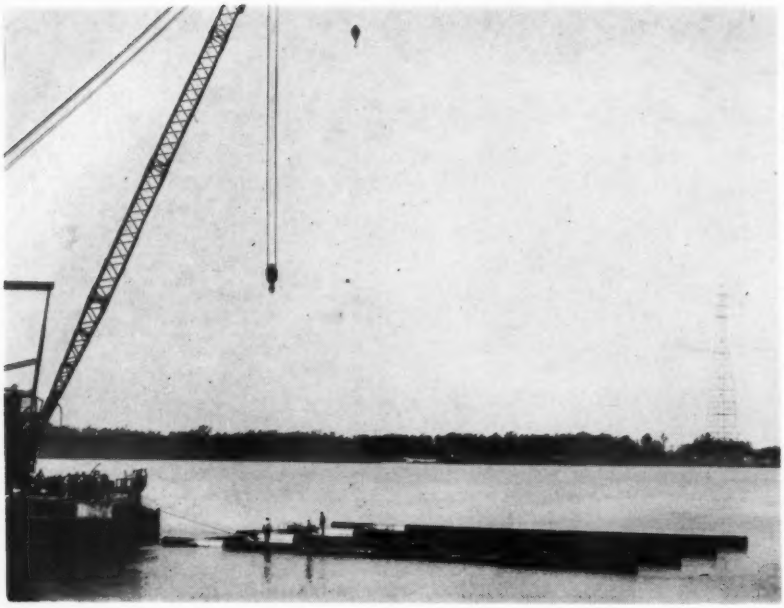
The company's second platform has been erected in the southeast corner of Sec. 945, approximately one-half mile north of the discovery well. A contemplated location for a third platform is the northeast corner of Sec. 952, which is about one mile south of the discovery.

Chevron production from Frio . . . Chevron production is from the Frio, with all pay zones comparable in the three wells. Other oil and gas sands were encountered up and down the hole, but there were no shows in the Miocene. The structure is thought to be a faulted anticline, fairly complex, with the faults numerous but small. Some sands change character fairly rapidly, and vary in thickness from well to well. The Frio is made up of broken sand and shale sections which are fairly uniform.

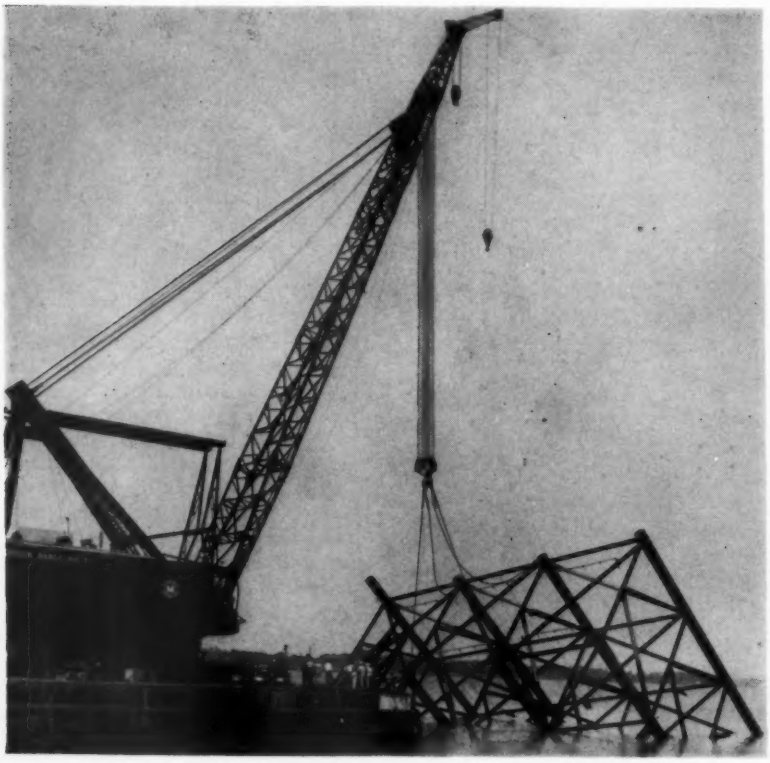
On the major structure several producing blocks should be encountered, and the field may evolve into a fairly large producing area. But it will take a lot of stepout drilling to evaluate its real prospects.

CATC Assembling Platform Off Grande Isle

Giant self-contained structure will be used for wildcat try in 97 feet of water — the deepest water in which man has drilled to date



Twenty-six thousand pounds of steel float in the water before being lifted (below) by a derrick barge. The jacket structure of the giant platform has a total weight of 1625 tons without piling.



A MASSIVE stationary platform, standing 150′ high and with steel tenacles thrust nearly 150′ into the ocean floor, is being assembled on a wildcat location in 97′ of water off Louisiana's Grande Isle.

The giant steel structure, with its deck towering 50′ above the waves, represents a remarkable undertaking. With it the CATC Group—Continental Oil Co., Atlantic Refining Co., Tide Water Associated Oil Co., and Cities Service Oil Co.—will drill in the deepest water in which man has ventured to date in his search for oil on the continent's sloping sea-burdened shelf.

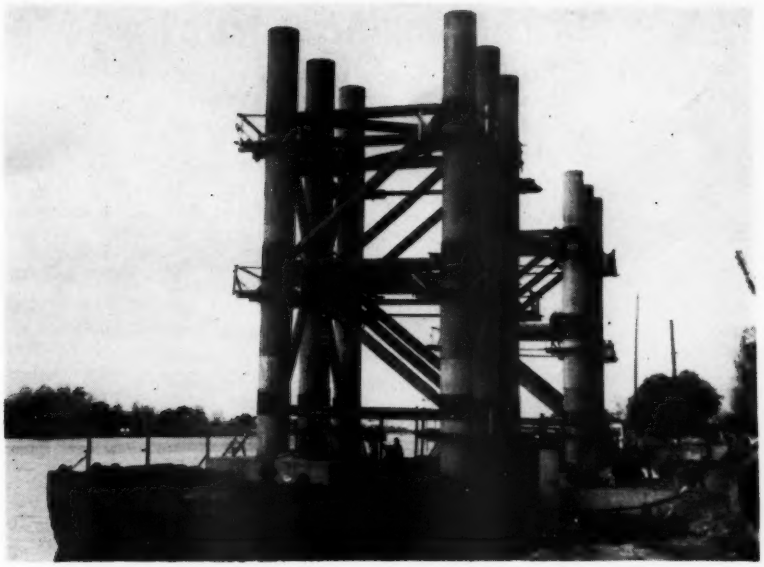
Designed by J. Ray McDermott & Co. of Harvey, La., and fabricated by Avondale Marine Ways, Inc. of New Orleans, the platform cost $1.5 million to construct. It is completely self-contained, with ample space on its high deck for living quarters, rig equipment, pipe, mud and cement storage, and auxiliaries.

The three templets that make up the huge jacket weigh 26 thousands pounds each, and were floated nearly submerged in the water before being lifted to a barge and transported to the assembly site at sea. The jacket structure has a total weight of 1625 tons without piling, and each of 280′ long piling weighs 28 tons. Twenty-four piling will rivet the structure to the ocean's floor.

The platform deck is comprised of five interchangeable sections, each measuring 106′ x 52′. Three of the deck sections will rest directly on the templets, while two will bridge the intervening space. Each deck section weighs 130 tons. The platform has a length overall of 220′ and is 106′ wide.

The central deck section will be the drilling platform. On one end will be the cement and mud bins, standby pump and 7½-ton crane. On the opposite end will be the living quarters and helicopter landing deck, with pipe-racks, liquid storage and 30-ton crane on the intermediate deck.

As soon as final assembly is completed, CATC will spud in Well No. A-1, State Lease 953, a wildcat venture in Block 47 off Grande Isle.



Two massive concrete templets, each weighing more than 200 tons, are loaded out on a barge to be towed to the assembly site at sea.

Magnolia Sets Concrete Platform

First template-type offshore structure to be constructed entirely of concrete

THE Magnolia Petroleum Company is assembling on location in the Gulf of Mexico, in 38 feet of water, the first template-type offshore platform ever to be constructed entirely of precast, prestressed concrete.

The platform will support two 5,000 barrel oil storage tanks, and will serve as a central gathering point for the 48-mile undersea pipeline now being laid from the coast of St. Mary Parish, La., to production in the Eugene Island Block 126 field. Magnolia will operate the line for the Magnolia-Newmont-Continental combine.

The platform deck will stand 40 feet above the water, and measures 50 x 100 feet. The jacket, piling and deck sections were fabricated by Gulf Prestressed Concrete Products at the company's marine base near Morgan City, La., and barged to the offshore location for assembly.

The tank battery structure represents the first use of precast, prestressed concrete in a jacket-type platform. The structure consists of two templets, each weighing more than 200 tons and standing 64′ high. The cylinder piles of each templet are of 54″ dia. prestressed concrete, and the bearing piles are of 36″ prestressed concrete.

Bearing piles are 176′ in length. Grouting will be used between the bearing and cylinder piles.

Two additional structures—a separator platform and compressor platform—will be erected at the location at a later date, to complete the central separator group for the field.

Offshore Company Acquires Nine Marine Rigs

An expansion of marine drilling activity is planned by the Offshore Compay of Baton Rouge, La., which recently purchased the contract drilling division of Southern Production Company of Ft. Worth.

Offshore, a subsidiary of Southern Production, acquired 14 drilling rigs in the $8 million sale. Nine of the rigs are barge-mounted.

The Offshore Company currently has a medium-depth mobile drilling unit at work off the coast of Louisiana, and commissioning ceremonies for the company's new mobile drilling giant capable of operation in 100 feet of water are set for Tuesday, Feb. 1. A smaller drilling barge is under construction in New Orleans.

American Tidelands Barge Will Drill For Humble

A submersible-type drilling barge, owned by American Tidelands, Inc., and nearing completion at the Alexander Shipyard in New Orleans, will go on location off the Louisiana coast for Humble Oil & Refining Co.—probably this month.

The mobile unit, capable of drilling in 45 feet of water, will bring to seven the number of offshore units now in use by Humble. The company operates five stationary platforms and one mobile drilling barge belonging to the Offshore Company.

Forest To Drill Offshore

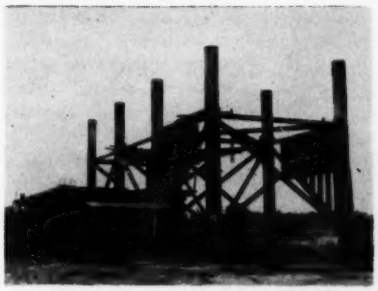
THE Forest Oil Corporation will spud in its first offshore well in the near future—in the East Cameron Block 4 area off the coast of Louisiana.

The company will use a fixed platform and floating tender to drill the No. 1 State Lease 1377, on a farmout from Sun Oil Company. Location will be in 20 feet of water in the Gulf of Mexico.

The company is currently reconditioning a 3-well jacket at its marine base near Morgan City, La. for its initial operation. The platform jacket measures 30′ x 90′, and stands 40′ high. The platform deck is 48′ x 100′, with three built-in conductors. The structure was previously used by Gulf on an offshore location.

Forest has two seismic crews operating offshore, and drilling operations will get underway as soon as a tender now on location off the coast of Texas is made available. Company officials expect the tender to be available within sixty to ninety days.

R. E. Warner, production superintendent in San Antonio, will direct the company's offshore program. J. C. Willis will be district engineer, with offices in LaFayette.



Forest Oil Corporation will use this structure to drill off Louisiana coast.

Classification Of Offshore Drilling Structures

by RICHARD J. HOWE
Shell Oil Company

A PRACTICAL classification of offshore drilling structures can be a very effective design tool, since each type of structure has certain inherent desirable and undesirable features. One general classification of these structures is very difficult because there are so many possible combinations; hence structures are here listed by three different classes: (1) the amount of equipment located on the structure, (2) the degree of mobility and method of installation, and (3) the method of support.

Classification by Amount of Equipment Located on Structure

Tender-type structures . . . The tender-type platform is by far the most popular method of drilling wells in shallow and intermediate water depths today. Approximately ninety-nine percent of the offshore wells in the world to date have been drilled by this method.

There are two basic components of a tender-type structure—the drilling platform and the tender. The drilling platform, which is approximately 50 x 100 feet, supports the derrick, derrick substructure, drawworks, engines, rotary, one or more mud pumps, mud pits, electric logging unit, and any other miscellaneous equipment necessary to maintain circulation during short periods of time when the tender is pulled away.

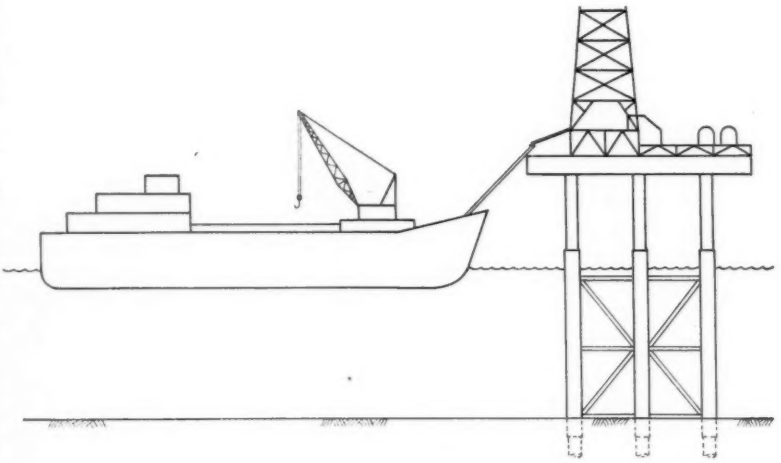
A drilling tender is either a converted LST, YF barge, or a specially constructed vessel. These tenders contain pipe-racks, pipe, casing, mud storage, cement storage, active mud, main mud pumps, and living facilities for approximately 50 men.

One advantage of the tender-type platform is its semi-mobility owing to the fact that the tender itself can be moved quickly to another location and the small platform can be salvaged quite easily or all or part of it left on location as a production platform. Although most platforms used in conjunction with tenders today are of the template type with piling, there is the possibility that the smaller mobile units could be designed for use with a tender.

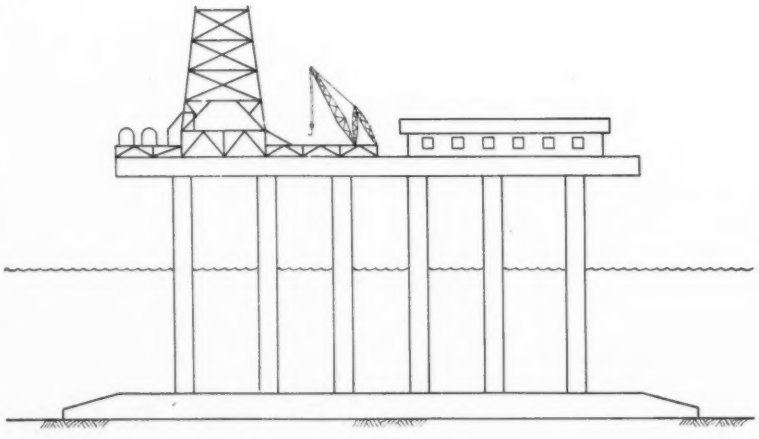
One of the disadvantages of a tender-type platform is that under moderately severe weather conditions it is necessary to suspend drilling operations and move the tender away from the platform. However, most tender-type platforms have mud pumps located on the drilling platform so that circulation can be maintained during the period when the tender is away.

Self-contained structures . . . The self-contained type of structure can either be a mobile unit or a stationary platform. A few self-contained stationary platforms have been constructed in the Gulf of Mexico. However, since their installation and salvage costs are relatively high, they are usually designed to drill multiple wells. The great majority of mobile units are of the self-contained type. The self-contained structures, as the title implies, contain all equipment necessary to drill and complete wells together with quarters to house personnel.

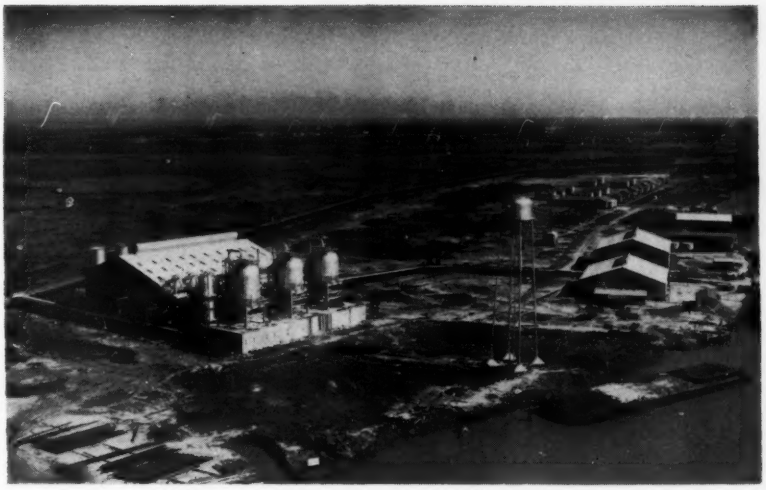
(This is the first of a series of short articles by Mr. Richard J. Howe, taken from a report made to the American Society of Mechanical Engineers. The second, covering classification by degree of mobility and method of installation, will appear in an early issue of OFFSHORE OPERATIONS.)



TENDER - TYPE STRUCTURE



SELF - CONTAINED STRUCTURE



Finished Garden Island Bay sulphur mining plant and facilities of the Freeport Sulphur Co. Buoyant pressure of ground water beneath a cellular concrete raft assists in supporting the power plant foundation.

Marine equipment used in ...

Construction Of Marshland Sulphur Mine

by I. E. Hanson, Chief Engineer, Freeport Sulphur Company
and
Waldemar S. Nelson, Partner, Bedell & Nelson, Engineers

CONSTRUCTION operations in the marshlands can be conducted as efficiently as on firm ground where proper provisions are made in advance for handling men, material and equipment to the construction site. The fact that all operations must be conducted with marine equipment is both a handicap and an advantage, the advantage being most evident in the handling of heavy tonnages such as piling, cement, concrete aggregates and structural steel.

These facts were well demonstrated in the construction of Freeport Sulphur Company's new mining plant at Garden Island Bay in Plaquemines Parish, La. The site is located in the Delta of the Mississippi River less than three miles from the open Gulf. The ground is marshland which was formed by alluvial deposits so recently that the natural surface will not support the weight of a man walking across it.

The problem presented to the engineers was that of constructing a sulphur mining plant in this locality capable of safely supporting the necessary power plants, shops, warehouse, sulphur producing stations and pipelines, and of providing living accommodations for the construction crews initially and the operating personnel ultimately.

The site is accessible by way of Dennis Pass, a distributory of the Mississippi River with a controlling depth of approximately 12 feet, by a boat trip of about 18 miles from Venice, La., and 110 miles from the Company's Harvey Canal terminal. This permitted the transportation of equipment and material to the site by means of barges, and of workmen by passenger boats. However, the boat trip was too long to make daily changes of construction crews feasible, particularly as sufficient living quarters were not available in the vicinity of Venice. Crews were therefore housed by installing quarterboats at the job site, these being placed in slips dug into the bank of the Pass. The camp provided sufficient housing for approximately 300 men, and work by the various crafts involved was paced so as not to exceed the capacity of the camp.

To provide a stable working platform and to afford protection for the major structures against normal high tides, a hydraulic fill approximately ¼ mile wide and 1¼ miles long was pumped in along the bank of the Pass selected for the plant construction site. A slip was dug into the power plant site and a concreting plant was constructed on piling adjacent to this. Temporary moorings were provided for barges carrying piling, sand, gravel and cement. Piling were unloaded off the barge within reach of the pile driver which operated on timbers placed over the foundation piles as

(Continued on next page)

Left: Crew flounders in mud and water to make initial survey at plant site. Above: A hydraulic fill 1¼ miles long and ¼ mile wide was pumped in along bank of Pass. Right: Construction facilities at mid-point of job.

Experience Tells —

Years of experience in designing and building work boats have paid off in the construction of the SEA EXPLORER — and in other "Creek" type boats such as the RED CREEK and BLUFF CREEK. Designed especially for offshore duty, these rugged seismic shooters are being widely used for seismographic work both here and abroad. We offer you the same craftsmanship and "know how" in solving your boat problem. Consult us. We will be glad to quote you.

ARNOLD V. WALKER SHIPYARD

Tugs, Towboats, Barges, Dredges, Repairs, Marine Railway

Phone 1190 PASCAGOULA, MISS. P. O. Box 352

OFFSHORE SERVICE IS OUR SPECIALTY

Complete line of BAROID products

Complete ship chandler supplies

Distributor of diesel fuel, greases, oils

Towing — Barging
Pile Driving

24-hour service

MILLS LUMBER & SUPPLY CO.

Gulfport Phone 4494 Mississippi

R. M. Mills, Jr.	Mrs. Evelyn Mills	Mr. Harrison	Mr. Kent	Mr. Ellis
2926	2926	1586	4036-J	5164-R

BOATS FOR YOUR PURPOSE

EXPLORATION — PRODUCTION

The SPINDLETOP, 110-ft. class offshore utility craft delivered recently to the Marine Service Co.

MARINE SERVICE CO.

R. L. "Red" Shibley HOlbrook 5-4122

1702 Longacre Drive Houston, Texas

J. D. "Johnny" Wiech HOlbrook 5-5480

they were driven. Handling of the piling was thus kept to a minimum.

A timber dock was constructed with a hydraulically operated lift span connecting to a timber ramp extending to the shop, warehouse and power plant sites. This timber ramp was invaluable during construction for handling machinery and material to the building sites, and has proven very useful in operation of the property since fork-lift trucks can proceed directly from the barges carrying palletized material to the operations.

Structural steel was loaded on barges at the fabricating plant on New Orleans' Industrial Canal, and unloaded by cranes directly on to the building foundations or adjoining ramps. Cement likewise was loaded on barges at the mill and unloaded directly to the mixer as needed.

The power plant foundation was constructed as a cellular concrete raft approximately 150' wide x 230' long supported on 2,200 fir piling 95' long. The buoyant pressure of the ground water beneath the raft also assists in supporting the foundation necessary to support the power plant equipment without destructive differential settlements, and also afforded a dependable means of elevating the plant deck to elevation plus 16.0 feet and above storm tides.

Permanent living quarters, dining hall, first aid building and office were constructed on piling driven through the hydraulic fill and connected by means of a roadway to the plant area and the sulphur producing relay station approximately a mile away. The temporary construction slip at the plant site was backfilled upon completion of the construction. Boat slips and a marine repair shop were built and the operating crews are now handled by passenger boats to Venice on weekly shift changes.

Coordination of planning for construction and for permanent operation resulted in substantial economies in the construction program, and also resulted in more efficient facilities for permanent operations.

Freeport employed similar construction practices in the building of their first Louisiana mine at Lake Grande Ecaille in 1933, and in the expansion of this mine in 1947. The work was supervised by Freeport Sulphur Company engineers, the engineering design being done by Bedell & Nelson, and the major foundation construction work by Boh Brothers Construction Co., all of New Orleans.

Consolidated Shipyard, Inc.

Offshore Needs Dictated Expansion

CONSOLIDATED Shipyards, Inc., of Corpus Christi, Texas is a young, vigorous organization that in a single year has completed construction of four boats of more than 75′ in length—and carried out a whopping expansion program to gear itself to the repair and new construction needs of the offshore oil industry.

Typical of Consolidated's fine work and craftsmanship is the **Gus III,** an 85′ crew-cargo boat recently delivered to the C. G. Glasscock Tidelands Oil Co. The **Gus III** has a length overall of 85′ 2″, with a 23′ 8″ beam and a draft of 7′ 6″. Powered with two 6-110 GM diesel engines, it has a cruising speed of 14 knots. Designed to transport rig personnel, fuel, water and light supplies to offshore drilling sites, it has the trim, rakish lines of a yacht. But it is a topnotch work boat—powerful and rugged enough to go out and stay out in any kind of weather.

The **Gus III** will be used to service **Mr. Gus,** the C. G. Glasscock Tidelands Oil Company's giant new drilling barge.

Consolidated has enjoyed a phenomenal growth. It was only in 1951 that Billy Pugh began for the first time to offer yachtsmen and offshore crewboat operators in the area a specialized service and repair by skilled shipwrights. New boat construction was soon added. Hull No. 1, a tugboat built for Glasscock, combined seaworthiness and ruggedness with beauty and a built-in ability to meet the requirements of oilfield operations afloat.

Immediately thereafter the keels

(Continued on next page)

At the christening ceremonies for GUS III. Left to right: Billy Pugh, president of Consolidated Shipyard, Inc.; Miss Gayle Johnson, sponsor; Miss Barbara Storm; and C. G. Glasscock, president of the C. G. Glasscock Tidelands Oil Co.

Let Us Do . . .
The Dirty Work!

— Fuel Delivery to Rigs
— Hauling in Oil from Rigs
— 35 Years of Experience

Give us a job and we'll do it!

Edmundson Towing Co.
(BENNIE EDMUNDSON)

FI llmore 1-4072 FI llmore 1-5444
CHestnut 1491 Rathborne Bldg. Annex
Harvey, La. Harvey, La.
Phone 4636
Pensacola, Fla.

BOAT RENTAL —
— BOAT CHARTER

We solicit any and all types of boat charter or rental business from you.

FOR —

— Better service
— Faster service
— Assured insurance coverage
— Uniform charter and rental price
— The boat for any job

WRITE, WIRE OR CALL

PLAQUEMINES PARISH BOAT SERVICE, INC.

Phone Buras 6477 Venice, La.

Consolidated Shipyard, Inc.

were laid for crewboats 15, 16 and 17—all 42′ in length. A combination crew and logistics vessel was built for the Renwar Corporation of Corpus Christi. Both the shipbuilding and repair business grew so fast that expanded facilities were soon called for, and Billy and his associates looked around for a new location.

The site chosen was 3.12 acres on the north side of the Tule Lake Channel—which is 200′ wide and 18′ deep, and will soon be deepened to 34 feet.

Over 54,000 yards of fill was pumped in to bring the property well above the highest tide. Bulkheads were placed as retainers. A main structural building 154′ long, 50′ wide and 27′ below the traveling hoist was erected. Additional storage space and lumber sheds equal to 20 percent undercover working space was provided. While four successive boats of more than 75′ in length rushed to completion, facilities were expanded until the plant now covers the 3.12 acre tract. Consolidated has an option on an additional 7.3 acres which it expects to exercise in the near future.

A vertical cable lift of 200-ton capacity was installed, together with 160′ of inside track, 275′ outside, and an electric winch to complete haulout and launching facilities. An additional 300′ of track will be built in the near future to complete the track requirements.

Consolidated can build two 90′ boats at one time under cover, or one 165′ ship. Dredging operations are now underway in Tule Lake Channel, and when completed the channel will be 34′ deep. Consolidated's ways will be only 45′ from this deep water channel.

The company plans, within thirty to sixty days, to start steel construction. It is already handling repairs on steel boats. A recent job was putting a new bottom on a 45′ steel tug, and replacing the tunnels. The company's present program calls for the construction of an all-steel towboat, and an 83′ all-steel combination personnel, logistics and tanker boat for tidelands service.

Now under construction is a second 85′ crew-cargo boat for the C. G. Glasscock Tidelands Oil Co.

With its expanded facilities, Consolidated is completely set up for repairs on both wood and steel vessels, as well as new construction. The company gives quick service on haulouts, and emergency repair crews are available at all times. Billy Pugh is president of Consolidated.

The Consolidated plant on Tule Lake Channel. When dredging is completed, the company will have available a 34′ deep channel.

Marine Construction Co.

A Fast, Dependable Personnel Transport

Built for Felix Bruney, of Aransas Pass, Texas, the 38-foot ALINE B packs power and performance into a proven hull design.

BUILT by the Marine Construction Company, of Patterson, La., the 38-foot crew boat **Aline B** incorporates speed and excellent maneuverability into a trim, tough hull design that has been aqequately proven in the marine oil fields.

Powered with two 6-71 GM diesel engines, supplied by Stewart & Stevenson Services, Inc. of Houston, Texas, the **Aline B** has a cruising speed of 24 mph, and is capable of speeds in excess of 28 mph, while carrying a full complement of oilfield personnel. Like other Marine Construction Company crew boats, that have seen extended service transporting rig personnel to marine drilling sites, the **Aline B** combines maximum speed with maximum safety and comfort for passengers.

Designed by Mr. J. M. Dilsaver, Jr., president of the Marine Construction Company, and Harris Pennison, yard superintendent, the **Aline B** measures 38′ x 12′ with a 3′ draft. Equipped with longitudinal-type seats, it has a seating capacity for 14 men. The V-type hull incorporates a model bow with a sharp entrance, so that the vessel cuts the water cleanly at any speed.

Construction features include a 10 gauge shell with 3/16″ x 2½″ ribs. The **Aline B** is the latest successor to the Marine Construction Company's line of crew boats of similar construction and design now operating for Kerr-McGee, Penrod, the Texas Company, Shell and other oil companies. Built for Mr. Felix Bruney, of Aransas Pass, Texas, the **Aline B** will be put into service immediately with a major oil company.

Organized two years ago, the Marine Construction Company has built and delivered eleven boats, and has a twelfth boat under construction. The latter—a 65-foot offshore utility craft—will be completed in the near future.

Personnel trasports built by the company have a solid reputation for toughness and durability, with the result that expensive "down time" is kept to a minimum. The **Aline B's** speed, seaworthiness and rugged performance make it a worthy successor to other crew boats built by the company, and it is sure to turn in an excellent job record.

The ALINE B is capable of speeds in excess of 28 mph while carrying a full complement of oilfield personnel.

WELDING FITTINGS AND FORGED STEEL FLANGES

Pumps — Switchboards
Motors — Generators

●

Industrial & Marine Engines
Blowers & Fans (A-C & D-C)
Specializing in D-C Marine Equipment
Armored Marine Cable, Leaded & Non-Leaded

●

32-V Marine Equipment
Motor Generator Sets
Marine Fixtures
Magnetic Controls

Equipment Engineering & Supply Co., Inc.

Phone CRescent 6661-2
3538 Pauger St. New Orleans, La.

P. O. Box 343 Phone 484

Albert DeHart & Sons

Marine Railways

Boat Builders and Repairers

Abbeville, Louisiana

Tug and Barge Rentals

"Distributors of Woolsey & Petit Paints"

D. T. RITCHIE MARSH BUGGY CO.

Marsh Buggies
Amphibious Draglines
Steel Pontoons
Steel Flat Boats
Shot Hole Rigs

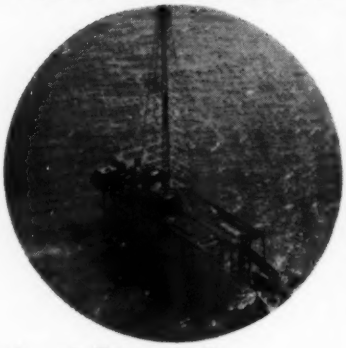
Box 46 Phone 2696 office
Lockport, La. 2639 home

For the Life of Your Structure

INTEGRITY, ABILITY IN
COATING APPLICATIONS

Coating and maintenance are deciding factors in whether an offshore structure will continue to be useful, or be short-lived due to corrosion. To keep down maintenance cost, the coating must be applied properly.

Vapor Honing Company, Inc. uses all known techniques to check out and insure a perfect coating job. We offer the best in corrosion protection for your offshore, swamp and Gulf Coast equipment.



Experienced coating applicators of all types coating.

VAPOR HONING COMPANY, INC.

Phone UN 0476
Box 7734
7018 Katy Road
Houston, Texas

Member NACE

Phone FI 1-2712
Box 93
Peters Road
Harvey, La.

French Jordan and White
Fishing Tool Service, Inc.

HARVEY, LOUISIANA

Phones: Fllmore 1-1644
Fllmore 1-1645
Fllmore 1-1646

LAKE CHARLES, LOUISIANA

Phones: HEmlock 9-9421
HEmlock 9-9422
HEmlock 9-9423

"We Appreciate Your Business"

Contract Feeding & Housekeeping

for

- Quarter boats
- Drilling barges
- Rig tenders
- Geophysical boats

Write, Wire or Call for Proposal

MARINE CATERING SERVICE, INC.

Fred A. Alleman — Pete Menge — G. P. "Hoppy" Hopkins
Peters Road Box 347 Phone FI llmore 1-3426-7 Harvey, La.

Hunt A. Teel

ADDSCO Transfers Hunt Teel

Hunt A. Teel, who has been a commercial representative for Alabama Dry Dock & Shipbuilding Co., Mobile, Ala., with headquarters in New Orleans, La., has been transferred to the ADDSCO shipyard and placed in charge of building and repairs for barges, towboats, and all types of workboats and floating oil drilling equipment, John M. Griser, President of ADDSCO, announced this week.

Schoolcraft, Jackson Head Pipeline Job in Venezuela

W. D. Schoolcraft has been appointed general superintendent in charge of Brown & Root's 18.6-mile underwater pipeline now being laid in Lake Maracaibo, Venezuela. The job is for Compañia Shell de Venezuela.

E. R. Jackson is field superintendent on the job for Brown & Root.

Henderson New Operations Manager For Dixie Towing

Bill Henderson, former marine superintendent with Kerr-McGee, has resigned his position with that company and is now associated with the Dixie Towing Co., of Harvey La., as operations manager. A. E. Turner is port captain for Dixie, in charge of crews and directly in charge of movements of large offshore rigs.

Dykstra Arrangements Committee Chairman for API Meet

Bouwe Dykstra, vice-president in charge of exploration and production for the Shell Oil Company in the New Orleans area, is chairman of the general arrangements committee for the API southwestern district spring meeting which will be held at the Jung Hotel in New Orleans, March 9-10-11.

Bouwe Dykstra

More than one thousand oil men from the district, which encompasses part or all of Louisiana, Texas, New Mexico, Mississippi and Arkansas, are expected to attend the meeting, Papers on a wide variety of subjects will be presented, and the last two sessions will concentrate on new drilling techniques and practices, and a review of recent offshore developments.

Wolff Appointed Chief Engineer By Kerr-McGee

Paul Wolff, former head of Kerr-McGee's marine engineering department, has been named chief engineer for the company according to an annoucement from the company headquarters in Oklahoma City.

Wolff has been credited with the major role in the design, development and construction of Kermac's Rig 44, a $2 million mobile drilling platform recently built by the Ingalls Shipbuilding Corporation of Pascagoula, Miss., and now successfully completing its first offshore well for Shell Oil Company with an outstanding record of drilling performance.

Wolff joined Kerr-McGee as chief marine engineer in December, 1952. Responsible for the design of Rig 44, he also served as coordinator during construction at the Ingalls Shipbuilding Corporation's Pascagoula, Miss. shipyard. Currently stationed in Morgan City, La., he will move to Oklahoma City to assume his new duties.

The position created for him is a new one with Kerr-McGee, and is part of a continuing program of organizational changes instituted by the company to meet the expanding demands of its business.

Wolff has an ME degree from Stevens Institute of Technology, and an MS degree from Harvard University.

Offshore Field Louisiana's First Major Discovery For '55

Louisiana's first major oil field discovery for 1955 was made offshore by Shell Oil Company in the South Pass Block 6 area of Plaquemines Parish at the foot of the Mississippi River.

The well was completed on a 5000-acre lease purchased by Shell in September, 1954 on a bid of $1,673,030.

No. 1 State Lease 2590 flowed 288 barrels of oil per day and 182 mcf of gas on 10/64-in. choke. Perforations were at 8337-40 feet.

Pipe Racking and Storage Facilities

Accessible By Barge - Rail - Truck

Tugs and Barges
(Hour - Day - Contract)

Serving The Oil Production Industry In The
Southwest Louisiana Area

"Gateway to Offshore Operations in the Gulf of Mexico"

— 24 HOUR SERVICE —

SOUTHWEST BARGE TERMINAL, INC.

PHONES: Day: HEmlock 6-3948 — Night: HEmlock 6-8536; HEmlock 6-5473
HEmlock 6-4389

1225 North First Ave., P. O. Box 370
Lake Charles, La.

A PROVEN DESIGN . . .

The 38-foot ALINE B, pictured during a recent trial run, is now at work for a major oil company.

FOR EXTRA POWER AND PERFORMANCE!

Built for Felix Bruney, of Aransas Pass, Texas, this 38-foot crew transport packs power and performance into a fast, rugged hull design that is winning wide popularity in the marine oil fields.

The ALINE B is built to "take it." It has a cruising speed of 24 mph, yet every consideration has been taken for the comfort of oilfield personnel who will be using it for quick, safe transportation to and from marine drilling sites.

STEEL FABRICATORS

Crew Boats ● Tow Boats ● Trawlers ● Tugs ● Barges

For auxiliary floating equipment of any kind, write, wire or call —

MARINE CONSTRUCTION CO.

J. M. Dilsaver, Jr.
Patterson Phone 3604 Louisiana

Steel Barges For Charter

Oil — Deck — Water

FOR RENT

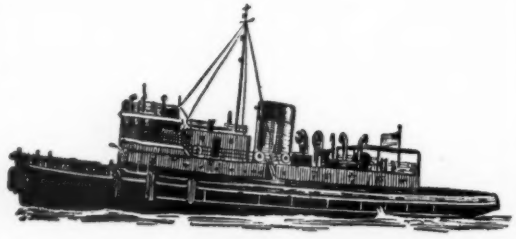
DECK BARGES

110′ x 30′ 100′ x 28′ 75′ x 24′

McDONOUGH MARINE SERVICE

429 Balter Bldg.

Phone MA-6824 New Orleans, La.



CRESCENT

Towing & Salvage Co., Inc.

Harbor And Outside Towing

On Hourly Basis or Charter

Fully Found and Bare Boat

Heavy Lift Derricks For Salvage Work

PHONES: Dispatcher: ALgiers 5700
Executive Offices: TUlane 0611

625 Hibernia Bldg. New Orleans, La.

Conrad Industries, Inc.

New Floating Dry Dock I

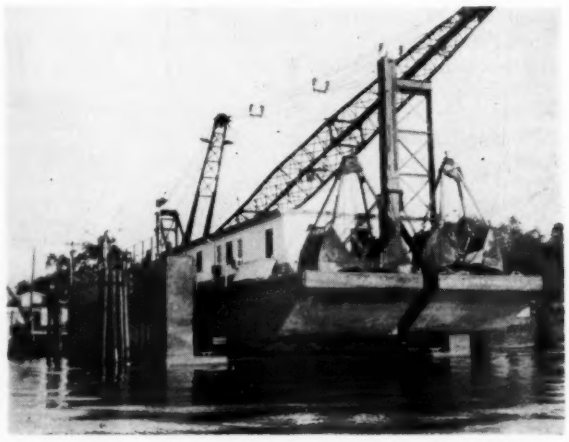
A FLOATING dry dock—the only one between New Orleans, La. and Orange, Texas—has been installed by Conrad Industries, Inc. at Morgan City, La.

Location of the dry dock is the river front in Morgan City (the Atchafalya River is a part of the Intracoastal Canal system), and with it a very valuable service has been made available to the marine oil industry.

Morgan City is the hub of marine oil activity in southern Louisiana, and serves as a marine base for many oil companies operating offshore.

The new dry dock has a capacity of 700 tons, according to J. Parker Conrad, president of Conrad Industries, Inc. Built by the St. Louis Shipbuilding Co., it is of all-steel construction, and was brought down the Mississippi River to New Orleans in late September, and then down the Intracoastal Canal to Morgan City.

Placed in operation on Oct. 1 of 1954, the new dry dock had handled 24 repair jobs by Jan. 15 of this year. Work has been done on vessels and barges in service



Conrad Industries' new dry dock has made available to the oil industry a very valuable service. It can handle repairs on heavy equipment up to 700 tons—and is the only dry dock between New Orleans and Orange, Texas.

Left: A 110′ exploration vessel in for repairs. The new dry dock can handle boats up to 140′ in length, and barges up to 180′. Below: A special block arrangement for an 85′ seismograph boat.

ck Installed At Morgan City

with Magnolia, General Geophysical, Sam Carline, Inc., Tidelands Exploration, Pure and other oil companies.

The new dry dock measures 50′ wide x 90′ long, and can handle boats up to 140′ in length and 12′ draft. Mr. Conrad states that repairs on barges up to 180′ long and 40′ wide can be accomplished, as well.

J. C. Ratcliff is general superintendent in charge of repairs and construction for the shipyard. The company does general repair work and conversions of all type vessels, and with the dry dock in service, now specializes in underwater repairs. Sandblasting and metallizing services are available, as well as a conventiently located machine shop.

J. Parker Conrad, President, Conrad Industries, Inc.

The shipyard was founded in 1938 by E. Klonaris, and was taken over in 1948 by J. Parker Conrad. The shipbuilding company has an excellent reputation based on its design and construction of fishing trawlers. The shipyard recently completed Hull No. 208—sixty-eight of which have been built in the seven years that Parker Conrad has guided the company.

Conrad Industries, Inc. has handled numerous conversions of shrimp trawlers into offshore work boats for both exploration and production service, and Mr. Conrad has annouced that in the near future his company will add steel construction to its program.

GENERAL MARINE FABRICATION

Featuring the *Gulf Master* Series

The GULF MASTER 45, pictured above, is an all-steel welded crew boat, 45′ x 12′ with a draft of 42″ including skegs (34″ without skegs).

Powered by two 6-71 GM diesel engines, furnished by the George Engine Company of Harvey, La., the GULF MASTER 45 has a cruising speed of 25 mph and a top speed of 28 mph. It is capable of carrying 24 passengers. Built for Lewis Harkey, of Slidell, La, the GULF MASTER 45 gives a smooth, level ride at high speeds while carrying heavy loads, and is extremely seamorthy.

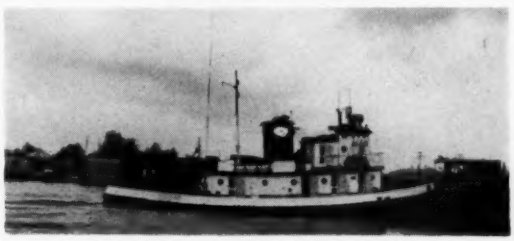
The Gulf Master series is available in 30′, 38′, 40′, 45′, 52′ and 65′ lengths.

Repairs — New Construction
Crew Boats, Barges, Tugs

Gulf Master Boats, Inc.

P. O. Box 486 Slidell, La.

FOR SALE or CHARTER



TUG "PERCHERON"
ALL WELDED STEEL DPC TUG

Built 1944, Decatur, Alabama. Official No. 245365. Length, 81.1 Feet. Breadth, 24.0 Feet. Depth, 9.8 Feet. Gross Tonnage, 146, Net Tonnage, 99.

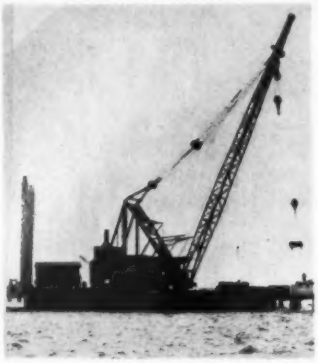
10 Inch Double Post Bit Forward. 10 Inch Double Post Towing Bit Aft. Electric Capstan.

Fuel Capacity, 18,000 Gallons. Wheel, 88D x 58P. 900 H. P.

12-567A GM Diesel. Air Starter. Air-Flex Clutch. Faulk Reduction Gear. Installed 1950.

CANAL BARGE COMPANY, INC.

CA 9872 1549 N.B.C. Bldg.
New Orleans, La.



FOR SALE or CHARTER

DERRICK BARGE "COLD TURKEY"

American Hoist Derrick Model R25.
90′ Boom and 15′ Jib.

Capacity, 50 Tons at 60°. 100 H.P. Diesel Fired Boiler.

Barge Dimensions: 100′ x 42′ x 12′. Spuds, 50′ x 30″ square. Spud and Anchor Winches and Engines.

CANAL BARGE COMPANY, INC.

CA 9872 1549 N.B.C. Bldg.
New Orleans, La.

LOCATIONS

LOUISIANA

Offshore St. Mary Parish: Magnolia Petroleum Co., No. 1-A State Lease 695, Eugene Island Block 128 area, six miles west production in Eugene Island Block 126 field. Proposed depth: 14,000-ft.

Offshore Terrebonne Parish: Magnolia Petroleum Co., No. 1-A State Lease 777, Ship Shoal Block 133 area, ten miles southeast production in Ship Shoal Block 72 field. Proposed depth: 14,000-ft.

Offshore St. Bernard Parish: Gulf Refining Co., No. 1 State Lease 2282, Mississippi Sound area, twenty miles from production. Proposed depth: 10,500-ft.

Offshore Cameron Parish: Continental Oil Co., No. 1 State Lease 1192, East Cameron Block 49 area. Proposed depth: 14,000-ft.

Offshore Plaquemines Parish: Shell Oil Co., No. 1-B State Lease 1021, South Pass Block 28 area. Proposed depth: 11,000-ft.

Offshore Plaquemines Parish: Shell Oil Co., No. 3 State Lease 1012, South Pass Block 28. Stepout, South Pass Block 27 two-well field. Proposed depth: 13,000-ft.

Offshore Terrebonne Parish: Gulf Refining Co., No. 1 State Lease 0419, Block 150, fifteen miles south of production in Ship Shoal Block 72 field. Proposed depth 11,000-ft.

TEXAS

Chambers County: Texas Co., No. 1 State Tract 11-C, Trinity Bay, 7½ miles southwest of Anahuac. Proposed depth: 9700-ft.

Chambers County: Humble Oil & Refining Co., A-66 State Tract 264, Galveston Bay, Red Fish Reef. Proposed depth: 10,600-ft.

Portable Electric Loud Speaker

•

Complete package unit

•

Amplifier, speaker, mike, shoulder straps for easy handling

HEARD ABOVE THE NOISE OF DRILLING, ENGINES, WEATHER, ETC.

PRICE $114.50

Write, wrie or call —

MARINE EQUIPMENT & CONSTRUCTION CO., INC.

INTERNATIONAL TRADE MART
NEW ORLEANS LOUISIANA

GEER STUDIO

Industrial Photography

•

Serving the Oil Industry

•

Louisiana Gulf Coast Area

•

CALL —

Jack Beech or Wm. Geer

709 Royal St. CA 7419 New Orleans, La.

840 Union Street RAymond 6195 New Orleans, La.

BEDELL & NELSON

Consulting Engineers

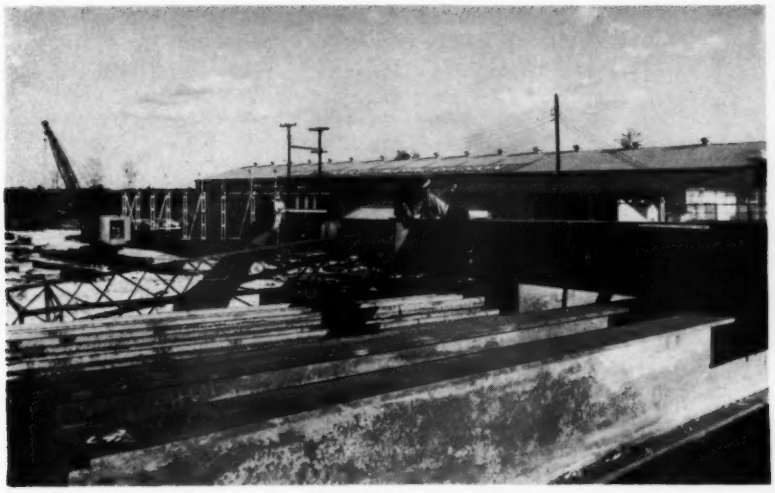
DESIGN — SUPERVISION — REPORTS

Bridges, Docks, Buildings, Foundations, Marine Structures, Power Plants, Roads and Railroads, Shops, Utilities

JACK NEILSON, INC.

Marine Towing . . . Barge Rental

P. O. Box 201 Harvey, La. FIllmore 1-3476



A partial view of the Hunt Tool Company's new marine facilities on the Harvey Canal. The company is constructing a mammoth four-section dry dock with a 3,000-ton capacity.

HUNT TOOL COMPANY ADDS MARINE DIVISION

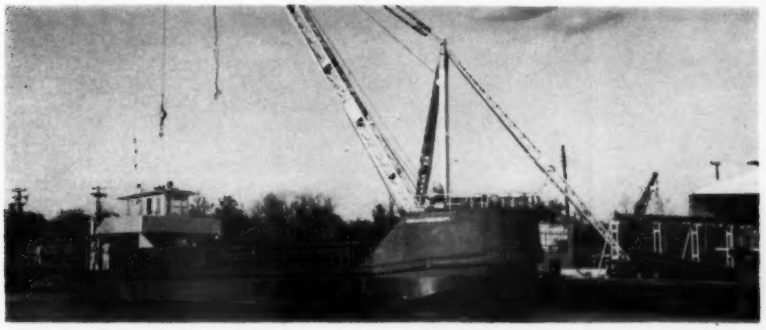
THE Hunt Tool Company has entered the field of marine construction and repair on a scale to match muchrooming offshore activities in the Gulf of Mexico.

At the Hunt Tool Company's new Marine Division at Harvey Canal and Peters Road in Harvey, La., Mr. H. W. Reineke is supervising the construction of a mammoth four-section dry dock with a 3,000-ton capacity—big enough to handle any vessel or drilling barge capable of navigating the Harvey Canal.

Starting from scratch in April of 1954 the company has completed construction of a 300′ x 70′ main shop at its waterfront location, and launched its first vessel—a diesel-driven triple-screw offshore cargo boat for Kerr-McGee—from a new set of launching ways that will accommodate lengths up to 180-ft., with enlargement plans in the making.

While the marine division is already in operation, construction is progressing on a new office building and dock facilities. A giant slip will provide ample storage space, and serve as a turning basin for outsized offshore equipment.

Dry dock . . . The huge floating dry dock being constructed by Hunt will be comprised of four independent sections which may be used separately or as an integrated unit. With its rated capacity of 3,000 tons, it will be the largest such unit in service on the Harvey Canal. The company has also installed a stiff-leg crane with a 125′ boom and a capacity of 60 tons at 50′ to facilitate the rigging up of drilling barges, repairs to floating auxiliary



KERMAC WORK BOAT I, a diesel-driven triple-screw offshore cargo boat built by the new marine division for Kerr-McGee Oil Industries, Inc.

GEARED FOR OFFSHORE OPERATION

35 Years Marine Know-How
Experienced Personnel

Nation's Largest Marine Supply House

- Provisions
- Deck
- Engine
- Galley
- USCG Inspection Gear
- Export Food

Inquiries solicited

Gordon-Sewall & Co.

HOUSTON

NEW ORLEANS GALVESTON

- Drydocks
- Machine Shop

CONRAD INDUSTRIES, INC.

Phones: 2230
2353
2579

P. O. Box 790

MORGAN CITY LOUISIANA

ANYWHERE! ANY TIME!

STEPHENS DIESEL SERVICE

Specializing in GM-71
Sales & Service

DISTRIBUTORS
RELIABLE
MARINE BATTERIES

1631 Front
P. O. Box 296

Day — 3026
Night — 2442
or — 3567

MORGAN CITY LOUISIANA

SHIPYARD INVOICE

To: Offshore Oil Co.

Marine repairs **$10,562.00**

HOW MUCH OF YOUR BILL REPRESENTS SHIPYARD OVERHEAD ?

HOW MUCH REPRESENTS ACTUAL REPAIRS . . . 10%? . . . 35?% . . . 65%?

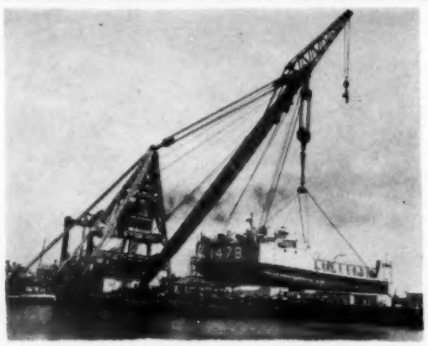
NO HIDDEN COSTS!

Harvey Canal Shipyard & Machine Shop

Telephone FIllmore 1-5608

P. O. Box 155 Harvey, La.

AVAILABLE FOR CHARTER



Derrick Barge "CAIRO"

LIFT CAPACITY 300 TONS
OFFSHORE OR INLAND

SMALLER DERRICKS AVAILABLE

TUGS UP TO 2500 H.P.

NEW ORLEANS COAL & BISSO TOWBOAT COMPANY

United Fruit Bldg.
New Orleans, La.

W. A. Bisso, Pres.
Phone: Day RA 8611
Day or Night WA 6200

equipment, and to load out drilling platforms and pipe jacket structures fabricated in the yard.

History . . . Marine repairs and construction do not represent a radical departure from the Hunt Tool Company's previous experience. The Harvey division has rigged up more than sixty drilling barges—an impressive record. This includes the three largest diesel electric drilling barges in the world. The company has also constructed many barges for laying pipelines and other oil field work. This facet of company operations finally became so large that the marine division was formed to take care of it. The older shop is now devoted exclusively to the repair of oil field equipment.

Personnel . . . The marine division employs, at present, seventy-five men. Harry W. Reineke, Jr. is manager of of the company's marine operations. J. D. "Jim" Williamson is manager of the Hunt Tool Company's Louisiana division, which includes both Harvey branches and the company plant in Jennings, La. Mr. Williamson has been with the company twenty-one years.

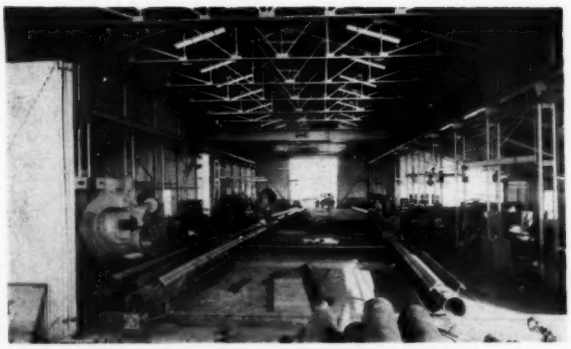
Types of equipment built . . . Hunt Tool Company's new marine division builds all types of equipment for offshore operations. A drilling platform was recently loaded out for a major company and another is currently being constructed for the same company. This major company assembles on location four template-type platforms, drives piling through the pipe jacket into the ocean floor, then sets the work deck or platform on the unitized structure. This unique assembly method permits the use of a smaller derrick barge for the operation.

The two platforms will be erected in water depths of approximately 45-ft. Completed at about the same time was a well protector to be used in 35-ft. of water. The structure will serve as a producing platform in the event a well is made.

Hunt is one of the few concerns in the area to manufacture steel piling for offshore use.

First vessel launched . . . The first vessel to be launched from the company's new ways was the **Kermac Work Boat I,** which has been delivered to Kerr-McGee Oil Industries, Inc. The cargo vessel, measuring 102′ x 28′ x 8′ deep, was built upside down in three hull sections and then turned over for assembly. The deckhouse, fabricated as a separate section, was lowered into place after the hull was launched. This method speeds construction.

The self-propelled cargo vessel is powered with three GM 6-71 diesel engines driving triple screws and developing 200 hp each at 2,000 rpm. Built to class under the rigid American Bureau of Shipping specifications, the **Kermac Work Boat I** draws 6′ when loaded, and has accommodations for a crew of six.



Interior of the main shop. Hunt Tool Company has rigged up more drilling barges than any other concern.

COMPLETIONS

LOUISIANA

Offshore Vermilion Parish: Pure Oil Co., No. 1-B State Lease 879, gas-distillate. 6.28 million cu. ft. gas with distillate spray, 20/64-in. choke, perforations 7995 to 8058 feet. Gas-distillate ratio: 272,000 to 1.

Offshore St. Mary Parish: Kerr-McGee Oil Industries, Inc. No. 1 State Lease 2045, wildcat in Charenton area. No shows logged to 11,802-ft. Abandoned.

Offshore St. Mary Parish: Shell Oil Co., No. 1 State Lease 1665, Eugene Island Block 18 area. From new oil sand at 9075-78 feet, well flowed 220 barrels daily through 10/64-in. choke.

Offshore Cameron Parish: Continental Oil Co., No. 2-A State Lease 1625, Block 72, gas-distillate. Well flowed 1,928,000 cu. ft. gas, 10 barrels distillate, on 20/64-in. choke from perforations at 7996 to 8006 feet.

TEXAS

Chambers County: Humble Oil & Refining Co., A-63, Section 203, Red Fish Reef, Galveston Bay, gas-distillate. TD 9800-ft. 29,500 MCF gas on open flow, perforations at 9622-37 feet. Gas-distillate ratio: 75,200-1.

DRILLING REPORT

LOUISIANA

Offshore Iberia Parish: Pure Oil Co. and associates, No. 1-A State Lease 1079, Block 47, wildcat in Eugene Island Block 45 area, bottomed at 9744-ft. in sand where mud was conditioned and now preparing to drill ahead to about 10,000-ft. Kerr-McGee rig on location.

TEXAS

Offshore Matagorda County: Western Natural Gas Co., No. 1 State Tract 608, Gulf of Mexico. Drilling at 11,179-ft. Proposed to 12,500-ft. Salt Dome rig on location.

Offshore Jefferson County: Magnolia Petroleum Co., No. 1 State Tract 10, ten miles southwest Sabine Pass. TD 10,090-ft. Ran log. Waiting for weather to subside to run 7-in. casing.

Offshore Galveston County: Pure Oil Co., No. 1 OCS Lease 0109, Gulf of Mexico, twelve miles southeast of Galveston. Company barge on location. TD 8225-ft., fishing for stuck drill pipe. Proposed to 10,500-ft.

Offshore Kleberg County: Sun Oil Co., No. A-1, State Tract 975, surface location on Padre Island, Brewster & Bartle, contractor. TD 9324-ft., running 5½-in.

Offshore Nueces County: Gulf Oil Corp., No. 1 State Tract 889, Gulf of Mexico Penrod, contractor. TD 11,874-ft., 5½-in. to 11,704-ft. Tubing collapsed, fishing.

Nueces County: Atlantic Refining Co., 8 State Tract 429, Corpus Christi Bay. Southeastern Drilling Co., contractor. TD 7900-ft., 5½-in. to 7850-ft., testing.

Subscribe Now!!!

OFFSHORE OPERATIONS

P. O. Box 977 Conroe, Texas

EXPLORATION VESSELS . . .

DANTZLER BOAT RENTAL CO.

P. O. Box 377 Pascagoula, Miss.

Mac SAYS . . . TELL US
Your Electrical Equipment Needs . . .

— Surrette Marine Batteries
— Hose-McCann Marine Telephones
— Carlisle-Finch Searchlights
— Falk Couplings
— Russell & Stoll Fixtures
— Oil Field Equipment
— Motor Rewinding
— AC & DC Motors
— Marine Switchboards

McINTOSH ELECTRIC SUPPLY CO.

Telephone 5-2517 BEAUMONT, TEX. 4775 Port Arthur Rd.

LARGEST MARINE RENTAL SERVICE ON TEXAS GULF COAST—

May we assist you?

We have an excellent knowledge of available boats. We can supply anything from 40′ crew boats to and including 10,000 bbl. tankers, drilling tenders, and fancy yachts for inspection trips. Call us — it costs nothing and might be of value.

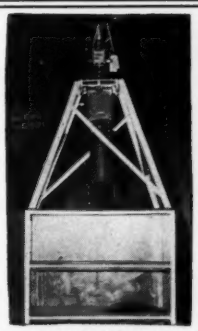
Conversions — Construction — 300 Ton Ways

SEABROOK SHIPYARD

SEABROOK, TEXAS

Telephone: Houston — GRand 9-2884

Nights & Holidays Paul McKaig Houston — MOnroe 5-5947



Your Needs When You Need Them

24 HOUR SERVICE

WALLACE & TIERNAN
Navigation Aids, Marine Flasher Beacons, Fog Trumpets, Battery Housing Parts & Service

We specialize in fully equipping New Boats, Barges, Tenders

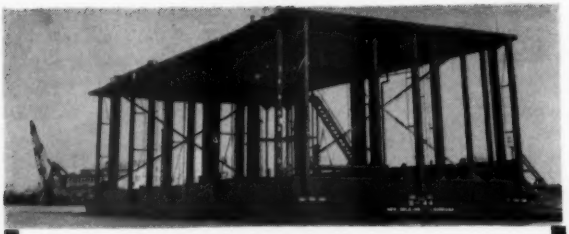
Stainless Steel Refrigerators Built to Your Requirements

BYRNE & RICE SUPPLY CO.

NIGHT PHONES: VAlley 7895 JAckson 5334 UPtown 8394

1122 GAIENNIE STREET NEW ORLEANS, LA.

DAY PHONES: RAymond 7138 RAymond 7139



ADDSCO-Built Oil Drilling Barge

. . . FOR 38 YEARS it's been going on . . . this traditionally fine marine service at ADDSCO in Port of Mobile. Designers, builders, repairers of all types of marine vessels and equipment.

- BARGES • TOWBOATS
- LIQUID or DRY CARRIERS
- FLOATING OIL DRILLING EQUIPMENT, ETC.

Propeller Reconditioning

ALABAMA DRY DOCK and SHIPBUILDING CO.

Mobile, Ala. P. O. Box 190

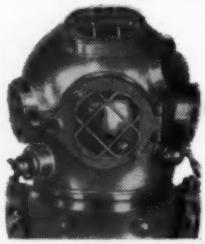
For The Oil Industry

Fast, efficient transportation service

COASTAL HELICOPTERS, INC.

Phone — RAymond 6961
530 International Trade Mart New Orleans, La.

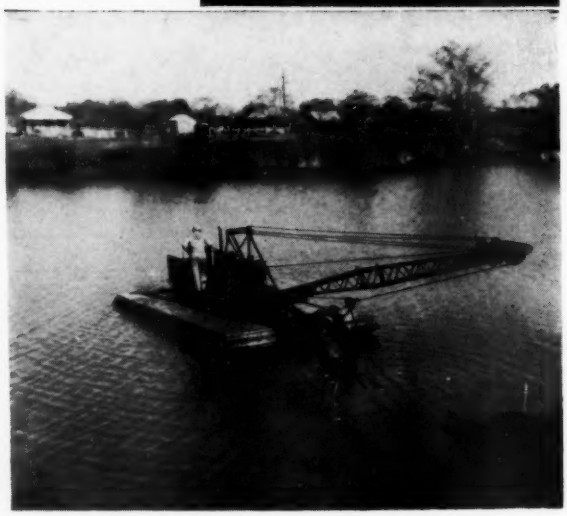
EXPERIENCED MARINE DIVERS



UNDERWATER REPAIRS
•
SALVAGE OPERATIONS
•
BURNING, WELDING & BLASTING
•
COMPLETE BOAT SERVICE
•
COMPLETE INSURANCE COVERAGE

DASPIT BROS. MARINE DIVERS

Tele. VA-3972 Chalmette, La.
24-HOUR SERVICE
Phone 2-2221 If no answer call 7728 Houma, La.



The Big Creeper can float and cross canals and bayous under its own power, digging while it moves.

The Big Creeper . . . Pipelining in the Marshes Made Easier by Amphibious Dragline

A dragline mounted on a floating marsh tractor offers many advantages to pipeliners operating in the swampy lowlands along the Gulf Coast.

Standard procedure for laying pipeline in the marshes has been to put down a mat for the dragline to move along, covering distances of only about 600 feet per day. If open water was encountered, the dragline had to be backtracked and another route taken.

An amphibious dragline developed by the D. T. Ritchie Marsh Buggy Co. of Lockport, La. dispenses with this time-consuming method.

The "Big Creeper" is a caterpillar-type marsh buggy mounting a dragline. No mat is required for its operation, nor does open water present any difficulty. The Big Creeper can float and cross canals and bayous under its own power, digging while it moves. Mounting a ⅜-yard Shield Bantam dragline equipped with a specially-built light bucket which can handle ½-yard loads, it can dig up to 1500 feet of ditch per day 4' wide by 4' deep.

A tractor-type buggy can also pull heavier loads and climb steeper banks than other types. The Big Creeper moves at the speed of a regular dragline, and is powered with two motors—a 110 hp Ford industrial engine, and a Leroi (standard on Shield Bantam). It has the operational advantages in the marshes inherent in the caterpillar-type marsh buggy.

The first successful caterpillar-type marsh buggy was built six years ago by Mr. D. T. Ritchie, and "Creepers" is the trade name for marsh buggies of his own design. He has eleven marsh buggies now in operation, and has built and sold ten more. He has been building marsh equipment for eighteen years, including pontoons and steel flat boats. His work has been primarily concerned with seismic operations in the marshes, but with the advent of the Big Creeper he intends to add pipelining in the marshes.

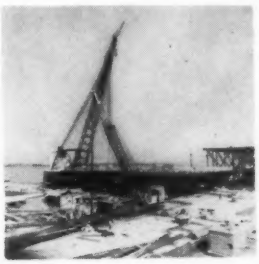
The Big Creeper is, of course, two separate pieces of equipment—a caterpillar-type marsh tractor combined with a Shield Bantam dragline to give it mobility in the marshes. Designed by Mr. Ritchie, it was built by Mr. Ritchie and his shop foreman, John Sausage, in the company's Lockport plant. The name is fitting, for the Big Creeper creeps on where a conventional dragline would find the going difficult or impossible.

And in the swamps and bayous of southern Louisiana, there is the trapper to consider. The tractor-type buggy does little damage to the marsh it traverses, which keeps the trappers happy. The caterpillar-type marsh buggy can go over and over its own tracks, where other types cannot. This had led may owners to refuse a lease on their marshland unless the company doing the leasing agreed to use Mr. Ritchie's tractor-type marsh buggies.

The Big Creeper climbs a steep bank after crossing a bayou.

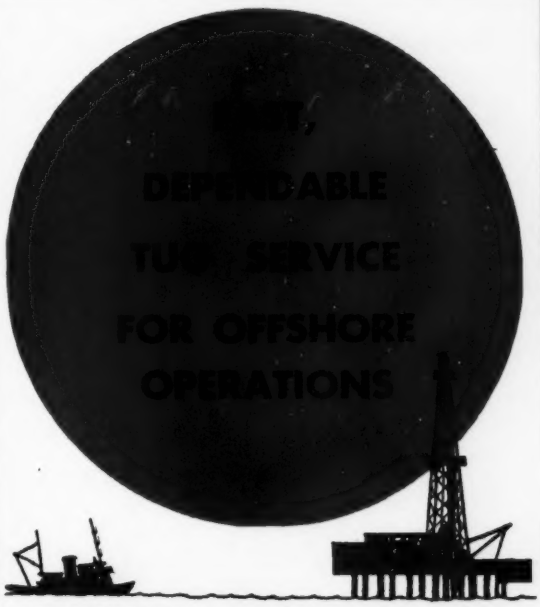
THE COVER

Shown is a deck section and part of a templet of CATC's huge self-contained drilling platform that is now being assembled in 97 feet of water off Grande Isle. Designed by J. Ray McDermott & Co., of Harvey, La., and fabricated by Avondale Marine Ways, Inc., of New Orleans, the structure is being erected in the deepest water in which man has yet drilled.



Each month OFFSHORRE OPERATIONS presents a cover indended to show a segment, or phase, of the tremendous activity that has marked man's advent into the sea in search of oil. But it is more than just a search, for in massive scope offshore operations must mean not only drilling—but the endless detail that goes before, and the unending work that comes after. So whether it is a picture of a charge detonated behind a seismic boat, a drill barge at work, a lay barge lowering an underwater pipeline to the ocean's floor—we feel that it belongs on our cover.

A good picture still speaks more than a thousand words.



DIXIE TOWING COMPANY, INC.

Phone FI llmore 1-5608 — 1-3090

P. O. Box 403 Harvey, La.

RIG BOATS

BRYANT BOATS, INC.

P. O. Box 37 • Phone 2332

BAYOU LA BATRE ALABAMA

Built for exploration duty by F. B. Walker & Sons, Pascagoula, Miss., the 110-ft. LURLINE WALKER is powered with two Kennedy 6-110 GM Diesel Engines.

STAUNCH POWER!

When it's GM Diesel Power, whether for offshore work boats, crew boats or exploration vessels, you've got top engine performance . . . for every boat, for every need. Successful boat operators have come to depend on Kennedy for installations.

GM DIESEL POWER

KENNEDY MARINE ENGINE CO.

Distributors of General Motors Diesels, Onan Gasoline and Diesel Electric Plants, Bendix Depth Recorders, Surrette Marine Batteries. Call us today.

BILOXI, MISS. Phones: 6461 & 6462

General Marine Corporation's

"BOATEL"

Service*

General Marine does contract feeding and housekeeping for the oil industry on a turn-key basis—furnishing cooks, mess-men, bedroom stewards, food, and cleaning and sanitary supplies for marine operations of all kinds. Currently the catering firm is handling more than twenty-five jobs between the Mississippi River and Brownsville, Texas. This includes offshore drilling operations, geophysical crews working from quarter boats in the marshes, geophyiscal boats doing offshore work, and a number of drilling barges operating inshore.

GENERAL MARINE CORPORATION

Phone

P. O. Box 262 FI llmore 1-4283 Harvey, La.

* BOATEL is a protected trade name, the exclusive property of General Marine Corp.

The Slush Pit . . .

Toolpusher's wife to drilling super's wife: "I understand your husband has been ill. What's he doing for his condition?"

D.S.W.: "His doctor prescribed a shot of rye whiskey and two aspirin every four hours."

T.W.: "Oh, really? How is he?"

D.S.W.: "Ten weeks behind on the aspirin and two years ahead on the rye."

"Whoopee! My girl friend finally said 'yes' last night."

"Congratulations! When's the wedding?"

"What wedding?"

Item from a college newspaper: "It's nice to see the coach back on the job. He has been laid up for a week with a bad coed."

The winner in a strip poker game might be lucky, but the loser gets all the attention.

Roustabout from Brooklyn: "What did youse do before coming to work on this drilling barge?"

Roughneck: "Worked in Des Moines."

R.F.B.: "Coal or iron?"

"That's just a reminder, Mr. Nelson, I've been out with oil men before."

DOWN TIME--

CAN BE

EMBARRASING

We don't expect you to shut down a sea-going rig, or paddle a drill barge ashore, just to subscribe to OFFSHORE OPERATIONS. Wait until you've got some time on your hands — say a couple of minutes. Then fill in the card belw and send it in along with a couple of frayed dollar bills. We'll enter your subscription and you'll be assured of getting this informative (?), educational (?), popular (?) publication every month!!!!

OFFSHORE OPERATIONS
P. O. Box 977
Conroe, Texas

Gentlemen:

( ) Please enter my subscription for one year. Enclosed find check, cash, money order in the amount of $2.00.

( ) Please enter my subscription for two years. Enclosed find check, cash, money order in the amount of $3.00.

Name:.....

Occupation:.....

Company:.....

Address:.....

To the Oil fields...

and back...

...at 30 miles per hour

"Challenger"

SEWART SEACRAFT PERSONNEL TRANSPORT

Once again Sewart Seacraft has proved that Sewart boats are unbeatable for oilfield personnel use. The "Challenger" is a 36-foot, all steel, welded boat, especially designed and built for transporting oilfield crews to and from water locations. Powered by twin six cylinder inclined General Motors diesels, supplied by George Engine Company, she hit speeds of 30 miles per hour in recent trial runs, meeting the expectations of her designers. Completely equipped with toilet, galley, dinette, and all the safety measures desirable for the comfort of the oilfield workers who will be making daily trips to and from their work aboard her, the "Challenger" was delivered to J. H. Boudreaux of Venice, La.

The "Challenger" is just one example of the fine design, construction and craftsmanship that can be expected of boats built by Sewart Seacraft. See Sewart Seacraft FIRST for your BOAT requirements.

SEWART SEACRA[illegible] INC.

BERWICK [illegible] LOUISIANA

TELEPHONE 37[illegible]

NIGHT PHONE 2207